CYCLE NEWS®

WEST Volume XIV Number 24: June 22, 1977 75¢

U.S. Grand Prix

Giant Preview

Boody wins his first

Grand National

Part VII of the

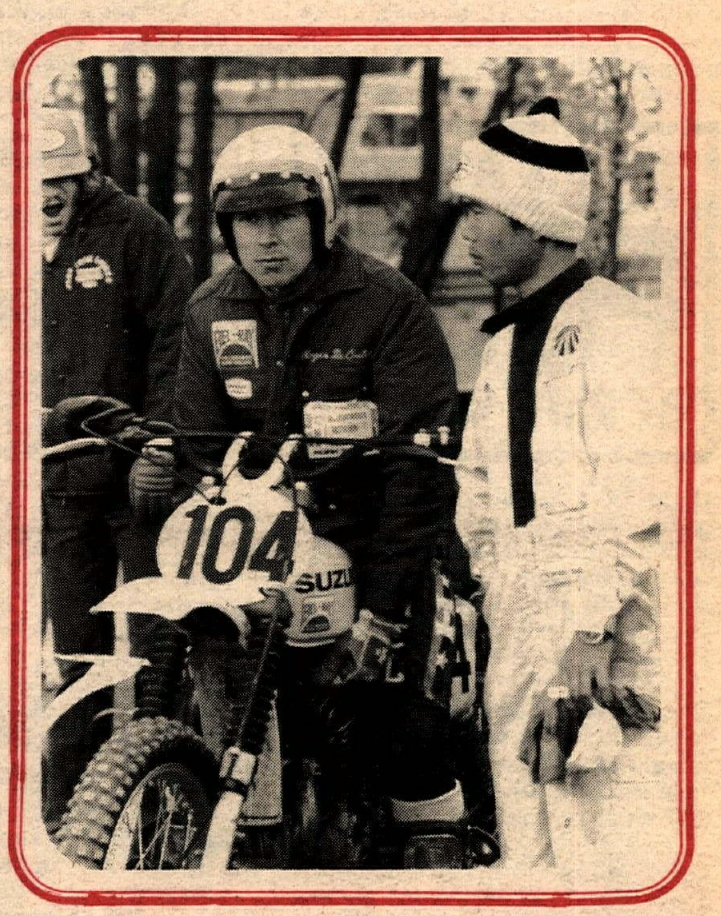
Roger DeCoster Story

South of the border: Success for Roeseler Johnson and Husky

Baja

Double-day Qualifying

at Trask and the Rattlesnake



NEWSPAPER

The new Kawasaki production motocrosser comes with over nine inches of suspension travel front and rear. The fork legs have trick little cooling fins, and KYB remote reservoir shocks handle the rear end. With gold anodized swingarm and wheels, the machine is beautiful. At a claimed weight 25 pounds lighter than the Yamaha YZ250, the replica racer should have potential.

THE LATEST POOP BY PAPA WEALEY

Gaston Rahier won the first 125 GP moto in Poland on June 5, then led the second until two laps from the finish when he registered a DNF. Rond took the overall with a 2-1 score; Kudiakov second (3-2); Churavy third (4-3); and Rahier fourth with 1-DNF scores.

The 125 World Championship point totals including the Polish round have Rahier first with 114 points followed by: Rond (89); Churavy (51); and Massont (51).

Heikki Mikkola (Yam) won the June 12 500cc Motocross Grand Prix in Italy. Mikkola won the first moto, followed by Gerrit Wolsink (Suz), Herbert Schmitz (Mai) and Roger DeCoster (Suz). Current World Champion DeCoster won the second moto, with Mikkola second, Bengt Aberg (TT500 Yam) third, and Wolsink fourth. The points standings now have Mikkola leading with 157, DeCoster second with 124, and Wolsink third with 114.

The Appalachian Dirt Riders held their first-ever AMA National Enduro on June 12, the Little Racoon Classic, and Dick Burleson won. Jack Penton put in a strong second place ride at 990, only one point down from Husqvarna's King Richard at 991, to take first place in the 250cc class. (Burleson also rode a 250cc machine.) Can-Am's Skip Olson totalled up 989 for second behind Jack.

Burleson's Cycle East teammate Bob Popiel topped the Little Racoon Open A class; C. Dickens put his Yamaha on top of the 200cc A standings; D. Montgomery, a Penton rider, aced the 125cc A category.

Motorcycles were eliminated from the 1977 Pikes Peak Hillclimb due to craziness on the part of organizers of the Colorado classic.

Look for Harley-Davidson to sponsor Bruce Ogilvie and Bob Rutten on a pair of '78 250 MXers in the desert and in off-road — such as Baja — biggies.

Yamaha's Bob "Hurricane" Hannah defended his 125cc National Championship title at the Sandy Oaks, Inc. AMA 125cc National MX on June 12, running off with an undisputed 1-1 victory. Second overall at the Keithsburg, Ill. event was Team Suzuki's Danny LaPorte who put in a 2-4 afternoon. Broc Glover's Team Yamaha effort of 8-2 was good for third. In the 250cc Support class action, AMA National Amateur Champion for 1976 Tod Perkins took top honors.

Jimmy Weinert, contesting the 125cc series this year, started strong, holding down second place in the final laps of the opening moto, but did not finish. On the last time around, The Jammer's Kawasaki ran out of gas. Jim didn't compete in the second moto.

L.T.D. Racing announced cancellation of two Friday night short track races at Triple M Speedway in Marysville, Calif. However, they will be running D-36 Semi-Pro short track races on June 26 and July 3. Call (916) 742-1653 for information.

Everything you always wanted to know about Gary Scott can be yours for $3.50. Send the cash to Gary himself, at 4380 S. Tecumseh Rd., Springfield, OH 45502 and he'll send you his "Pressbook," complete with a wall-sized color poster. The book contains Scott's views and ambitions for 1977.

A new shop for older bikes: Brian Slark, famed for building leakproof British bikes, had opened a repair shop in Costa Mesa, Calif., specializing in Matchless and Norton machines. Call (714) 642-8411 for info.

Have you been eyeing the new Suzuki RM250C air fork and wishing you had one on your RM250B? Now you can. To make the change, replace the upper triple clamp (referred to in the parts book as "upper bracket") number 51311-41110 with a new upper triple clamp, part number 51311-41211. Then, discard spacer part number 09180-12074. Replace spacer part number 54740-41100 with spacer part number 54741-41100. Bolt up the fork and go racing. Now, wasn't that easy?

On June 18, Saddleback Saturday MX is having their fourth annual guaranteed $600 pro purse. In the sportsman classes first place trophies will be tickets to the U.S. Grand Prix, with Hang-Ten Grand Prix tee-shirts to second.

Pete Colman, formerly Triumph's vice president in America, has been named the president of the new Sachs Motors Corporation of U.S.A., a wholly-owned subsidiary of Sachs A.G., and the sole U.S. importer of Sachs-manufactured machines. Colman promises that the firm will do "a full marketing job" for the popular German two-strokes, also known as DKW and Hercules. The new company is based in Westlake, Ohio (outside of Cleveland). The number to call is (216) 871-4890.

A stock Benelli 750 Sei (six cylinder) ridden by John Fuchs ran 138 miles per hour on one of five timed laps at Pocono Raceway. The average speed of all five runs was 135 m.p.h.

Pat Richter has a new wrench. Chuck Tannland will tune for the Moto-X Fox sponsored Richter at the rest of the American Motorcyclist Assn. (AMA) 125 National races.

If you're one of the top 10 motocrossers in your area, you may qualify for a unique racing support program recently announced by Maico. Riders who send their 1977 season resumes in to T.S. Steele, 109 Electric Ave., Lewistown, PA 17044 may be selected for up to a $544 discount off list price on a new AW Maico.

Talented rookie expert Scott Pearson was operated on June 6 for complications resulting from a wrist broken at Daytona. According to doctors, it may be a year before Pearson can ride again. Pearson wants to enter the September San Jose mile.

The May 31 issue of the Insurance Institute for Highway Safety Status Report reveals a startling fact: Riding while drunk increases the chances of a crash! According to the newsletter, "alcohol has not been recognized as a major cause of motorcycle crashes." A recent study cited found that 50% of the victims in 103 fatal motorcycle crashes studied in Maryland were drunk. In the past, the blame for motorcycle fatalities has been largely blamed on "inherent dangers" of the machine type, while drunk driving received major attention in the case of automobile crashes. Now, maybe non-bikers will realize that bikes don't kill people any more than cars kill people — people kill people.

The same issue of the Status Report quoted the *New Yorker* as determining that a MH-1 tomato had more impact resistance than required by Federal Standards for passenger car bumpers.

Riding areas in the Las Padres National Forest near Goleta, Calif. are now being posted in accordance with the "Forest Off-road Vehicle Management Plan." Maps of open and closed areas are available from Las Padres National Forest offices or by mail from 42 Aero Camino, Goleta, CA 93017.

The Valley Observed Trials Enthusiasts (V.O.T.E.) of Panorama City, Calif. recently donated $50 to Motorcycle Owners, Riders, and Enthusiasts (M.O.R.E.) to aide in lobbying efforts against anti-bike legislation. The donation was made in memory of Ron Sprayberry, former president of the Kern County Observed Trials Assn., who died of cancer earlier this year. By putting their money with their sport, V.O.T.E. members earn a tip of the Wealey duckbill.

We missed a photo credit — at the Greenhorn Enduro B.J. Olson was the photographer.

AFM turn workers who would like to man the Sears Point course for the AMA National July 16 and 17, should contact Ken at (415) 938-3178.

Dana Reed is the *Cycle News* choice for California Assemblyman for the 44th District. To quote his full-page advertisement in the Evening Outlook, "But now is the time for the Sierra Club to get back to the Sierras." If you would like to help support Dana contact Bill Naeve at (213) 473-0445.

The Camel Pro Series Half-Mile race on Sept. 17 has been moved to Louisville Downs Raceway in Kentucky. Originally the race was scheduled for the Toledo (Ohio) Park until a fire gutted the grandstands and the clubhouse.

Ever wonder why it seems that off-road motorcyclists never get an even break when it comes to dealing with the government?

Ponder on this: Howard Wilshire makes his living as a government scientist studying off-road vehicle (ORV) impacts on public lands. In other words, he is an employee of you, the taxpayer. What does Howard do in his spare time? He contributes to the rabid Sierra Club-published ORV Monitor; participates in lawsuits attempting to force Bureau of Land Management (BLM) closure of the California desert; and writes "objective" studies of ORV use effects on California's Mojave Desert.

As if Howard's not bad enough, consider Neil Pfulb, head of the BLM Desert Planning Staff: he's an admitted member of the Sierra Club, and his assistant belongs to the National Wildlife Federation.

A good example of anti-people preservationist infiltration of government is seen in the so-called "fact gathering" that took place last March 6 in Carlsbad, New Mexico. There, Allan Hinds, District Ranger for the Guadelupe Range of the Lincoln National Forest, held a public meeting concerning the fate of the Sitting Bull Enduro. The enduro had been cancelled in 1976 after local Sierra Clubbers obtained a court injunction against it. At the March 6 meeting, Hinds supported the idea of requiring a $30,000 Environmental Impact Statement before approving the enduro, because by the time the statement was completed, the area would have been made a wilderness area and closed to the public! Your tax dollars help pay Hinds' salary...

Is your engine burning excessive amounts of money?

The pursuit of peak engine efficiency and economy can drive some motorcyclists to the brink of frustration.

Yamaha owners, however, need only drive to the nearest Yamaha Dealership for a Genuine Yamaha Tune-Up Kit.

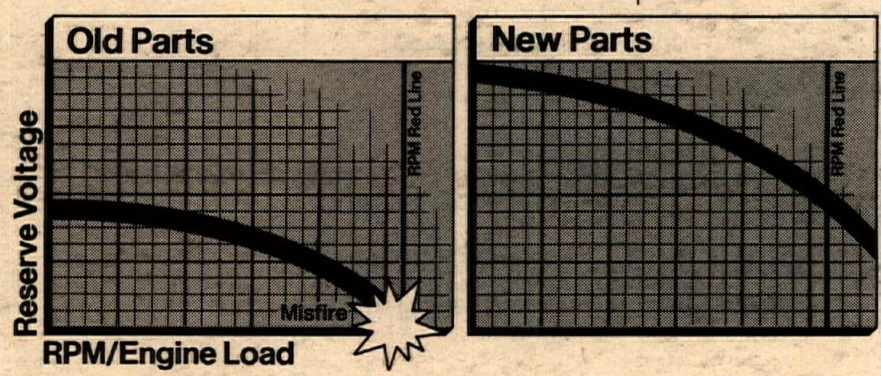
Each kit contains exactly the right parts for a particular model and year of Yamaha motorcycle. There's no guesswork. No need to rely on a parts counterman who insists, "These are close enough."

Also, there's no risk of getting inferior parts.

Our points, condensors and spark plugs are the finest available anywhere. Or we wouldn't be recommending them in our new-bike warranty books.

Of course, the surprising thing is, this extra convenience and precision doesn't cost extra. We even toss in a free gap gauge and wrench.

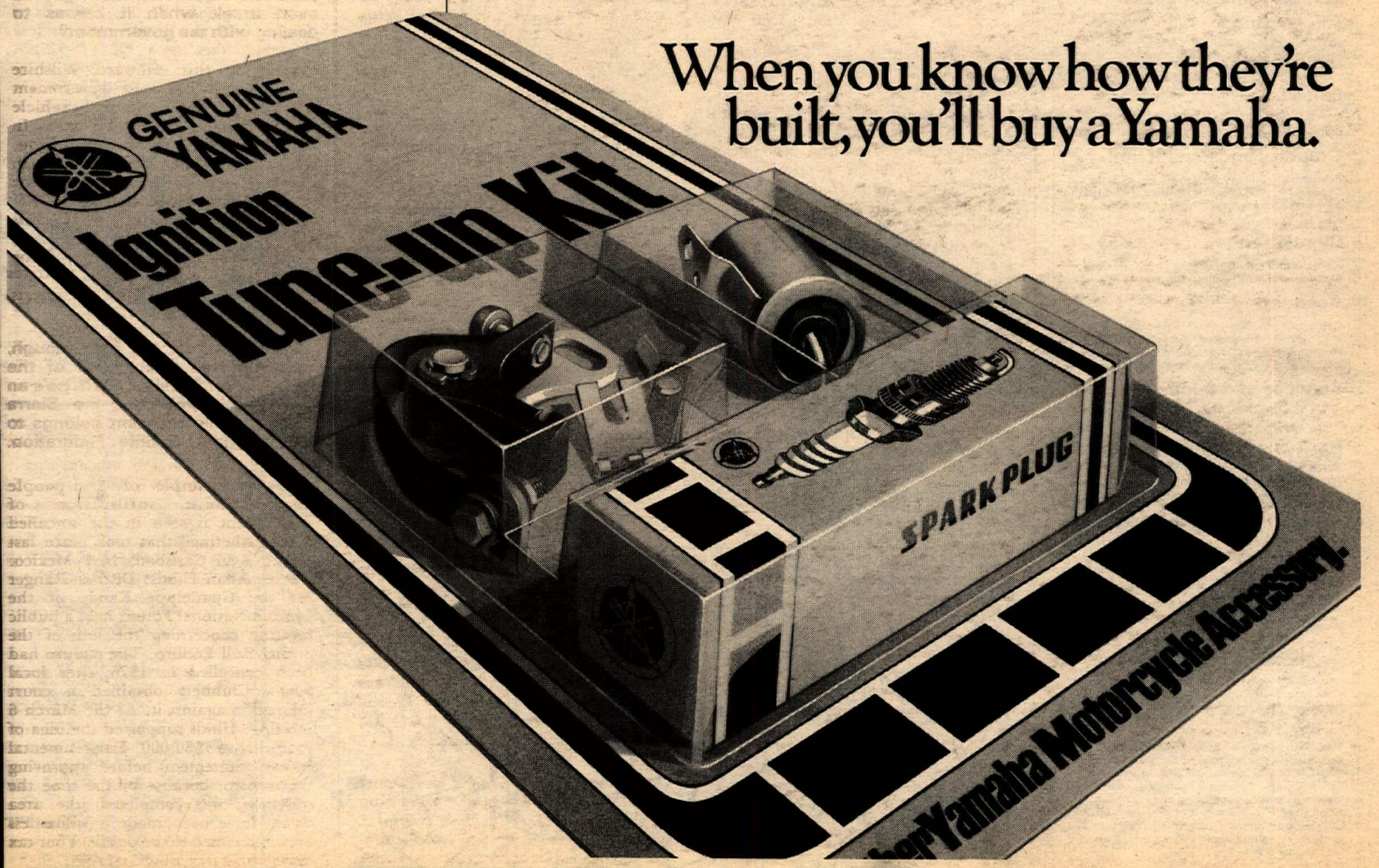
So look for the yellow and black Genuine Yamaha Tune-Up Kits. It could be the most economical way to attain peak engine economy.



The mysteries of misfiring revealed.

Any motorcycle's electrical system produces only a certain limited amount of voltage. To function at all, worn ignition parts need much more of this voltage than new parts. Thus, they have much less reserve voltage left over for high RPM, high load operation. The result? Worn parts misfire sooner, at lower RPM's. Your engine loses efficiency and economy.

When you know how they're built, you'll buy a Yamaha.



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ON THE FRONT PAGE: Suomi is Finnish for Finland and Mikkola is Finnish for "winner." Roger D is ready, and Jeff Vidic (4) is in front in the same corner where the world's best will compete June 19. Photos by David Maltais, Jim Gianatsis and Patti Trotter.

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VOICES OF THE WEST

Land of Miracles

In reference to Charlie and Pat Moore's letter published in the May 25 issue of *Cycle News:* I purchased my Bultaco Frontera in June, 1975. In 23 months, I covered many miles on it, including 12 enduros, one flattrack, one motocross plus my normal Sunday riding and setting up two enduros and one desert race. My Bul finished all competition except two enduros — in one the carb top came unscrewed (my fault) and in the other I switched to a small rotor ignition which failed.

I feel my Bul has been an average maintenance machine, and well worth the money. As with all fine machinery it must be set up properly, and was not built for the masses.

The nearest Bultaco dealer is 200 miles away, yet our club has more Bultacos in it than any other brand. If Bultacos take a miracle to finish, then we'll have to change New Mexico from the Land of Enchantment to the Land of Miracles.

JIM ALLISON
Alamogordo, NM

605 Speedway

Maybe some road racers don't care about things like being close enough to the crowd to get genuine recognition when you make a good pass; an honest-to-God crowd of real, living people in the stands that actually paid to watch; or an eight-turn, ⅝-mile track that can be clearly seen from the stands, with short straights so the competition is close.

But most would agree that a cash purse is more effective in buying tires, etc. than trying to spend AFM points. The AFM and 605 Speedway track manager want to run night races at 605 with an AMA TT format, draw a good crowd, and have a cash payoff. It certainly seems possible judging from the crowd at the May 29 race.

The problem is that rider turnout has been weak. I hope riders will support this very real opportunity to build a fascinating new concept within our sport.

GEORGE ROCHE
Santa Ana, CA

Look out California

I started racing at the age of seven. I had five ribs broken. I had my legs broken one week, and three of my fingers broken.

I got into racing this way: I was down in the garage and this lady come in and asked if I raced that bike. And I said, "No." She told my dad about this race track in Uniontown, and that Sunday we went there. It took us a good while to find it, but eventually we got there. It was too late for the races, and the next week we went back up there. And my bike broke down. We went back to that same track with another new bike, and that week, I come in seventh out of 13 bikes. And then I got my first trophy! And my dad liked it. So we went back and started racing there.

Then we really got into it. We raced for two years up at that track in Uniontown. And then we started going to other race tracks. Then I started running first place and second, so we went to another track in West Virginia. We raced at those tracks for about two years, and we started going to Ohio, Florida, and are planning to go to California this summer.

BOBBY BOLEN
Delmont, PA

A 13-year-old from Pennsylvania, Bolen has, at last count, accumulated 107 trophies racing motocross. This "letter" started life as part of a motivational project "book" put together by Bolen and his classmates in the learning disability section of his school... Ed.

ORVs on private land

A small group of concerned lawyers, law students, and dirt bike enthusiasts have agreed to join with me in a "test-case" challenge to the constitutionality and judicial interpretation of Calif. Penal Code Section 602(m), the portion of the State anti-trespassing legislation dealing with ORV operation on private lands without permission.

The statute itself has *never* been authoritatively construed by any appellate or higher court of this state as to the burden of proof resting upon the State to establish the "knowledge of closure" and "permission to use" elements of the offense. In other words, what duty is placed upon the landowner to inform the public that the land is in fact not open to the general public; and what sort of long-term tolerance of acts upon the land is sufficient as a matter of law to establish an implied permissive use, absent express notice to the contrary?

Constitutionally, the statute may be attacked as void on its face for vagueness, a violation of the Constitution's 14th Amendment right of due process, in that a person may be deprived of liberty or property (i.e., fined) without ever having means to know what conduct is forbidden under what circumstances.

More practically, appellate court construction of the standard of care of landowners and the circumstances of implied permissive use might well make mandatory dismissal of citations based on fact situations not meeting the base criteria — that is, citations for riding on otherwise unfenced or unposted lands, on roads and trails established by years of previous use — the situation accounting for the majority of these citations, and precisely including the test cases involving riding on previously open suburban land in southern Orange County, near the City of Laguna Beach.

Naturally enough, though the research and trial preparation time will be contributed freely, costs will be incurred. We would like to contact concerned individuals or groups that might contribute a bit of time or cash to the effort. In particular, we would appreciate hearing from any other attorneys or private persons who have contested these citations in a trial court, and their results, win or lose. Please contact me at (714) 494-6124.

ROBERT KUTZ
Laguna Beach, CA

Frosty Cactus

Even through all the hassles of rescheduling the Frosty Cactus Enduro, the URA and IRRC managed to smile and put on a good family run. I would really like to thank both these groups for the extra effort and consideration they have always given to me.

MARTIN MAEDING
Santa Ana, CA

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HARLEY-DAVIDSON

V Twin Power Wins & Wins

Some people think it is fashionable to have an overhead cam or cylinders side by side.

We think it is fashionable to win.

Jay Springsteen

Not all our wins come on a V Twin. Our reliable 11 stroke, powered Springsteen and Boody to a 1-2 win at the Houston Astrodome short track National. This is the same engine that powers our new 250cc motocrosser.

SAN JOSE MILE-FIRST

16 out of 17 finishers on Harley-Davidson

OK. CITY HALF MILE-FIRST

12 out of 14 finishers on Harley-Davidson

LOUISVILLE HALF MILE-FIRST

11 out of 14 finishers on Harley-Davidson

HARRINGTON HALF MILE-FIRST

13 out of 14 finishers on Harley-Davidson

Ted Boody

High speed mile track events like San Jose, where Harley-Davidson, has won the last six Nationals, Indianapolis and Syracuse demand the time tested usable and reliable horsepower of the V Twin. The kind of power that works on a National dirt track or at a stop light GP.

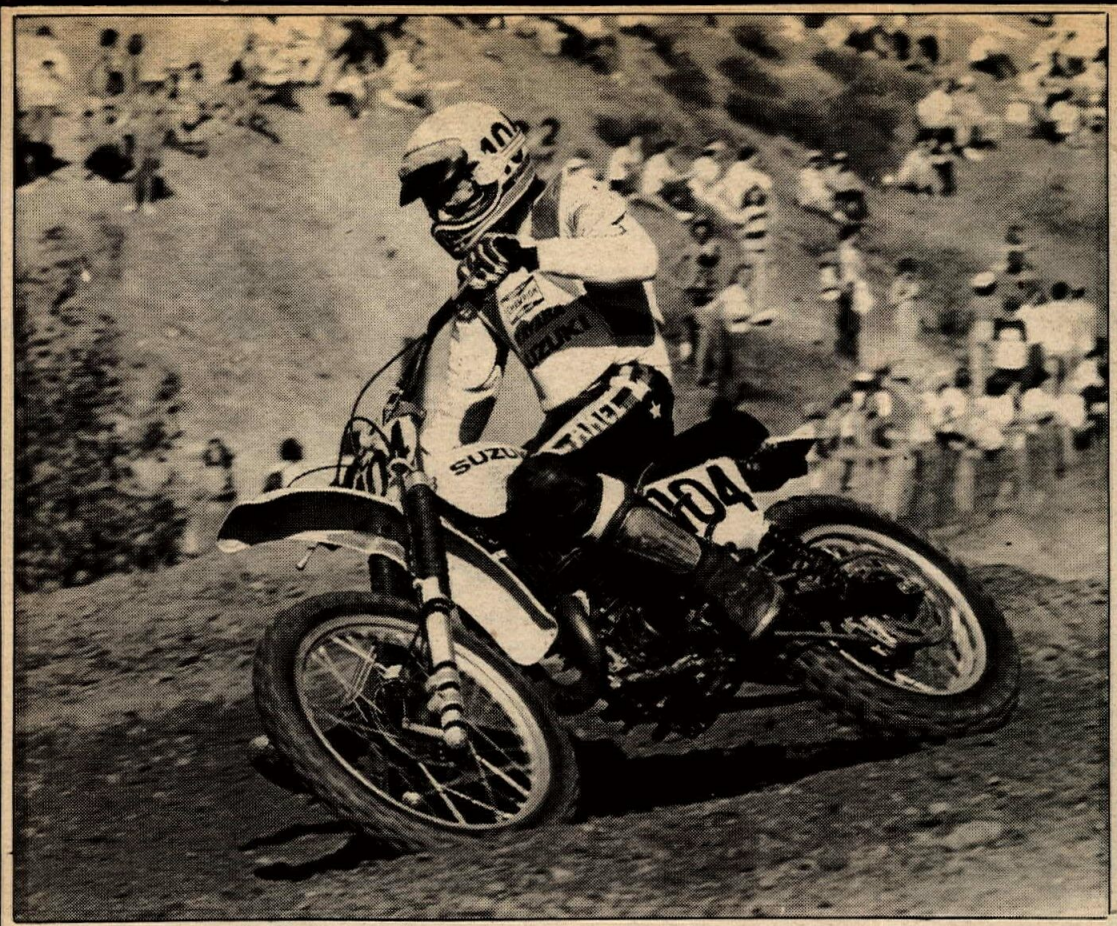
Competitors using the rugged Harley-Davidson V Twin captured the coveted AMA Grand National championship in 1975 and 1976, and it looks like the V Twin will do it again in 1977.

Corky Keener

HARLEY-DAVIDSON

AMF Harley-Davidson

As AMA Grand National Champion Jay Springsteen and Teammates Ted Boody and Corky Keener say until you've been on a Harley-Davidson, you haven't been on a motorcycle.



World Champion: The Roger DeCoster Story

Part VII: Nickel-dime disasters and the bitter taste of losing

By John Huetter

(Continued from last week)

(Above, left) Roger won the Trans-AMA series for the third straight year in 1976. He's shown riding to victory at the Saddleback round in December, 1976. (Above) Roger discusses race strategy with former Suzuki teammate and World Championship contender Sylvain Geboers in 1972.

At the beginning of the 1974 Grand Prix season, Roger DeCoster faced an unprecedented task. He was aiming for his fourth consecutive 500cc Motocross World Championship. The third one had come narrowly, reminding everyone how hard it is to win even one World Championship in racing. There are just a few seasons in a lifetime, maybe only one, when the combination of rider, machinery, experience, and luck come together in that magic combination that is so difficult to construct and so easy to lose.

The theme for that '74 season was set from the beginning: at the first race in the little Austrian village of Sittendorf the new RN Suzuki broke. That first time, it was a cracked cylinder head on an unproven engine. There were, at least, new factory bikes for this season. It was clear by the middle of the 1974 campaign that the previously superior Suzukis were being equalled and surpassed by other makes of motocross machines ridden by other riders hungry for glory. Some of Suzuki's research and development money was finally diverted from the road race shop into the motocrossers when it got to the point that some of the 250 class riders wouldn't even compete on the bikes in 1973 Grands Prix. Roger pressed on that season with the machinery available, honored his contract and avoided bad-mouthing the bikes even though he wasn't always delighted, either.

But the new works machines weren't available over the winter, so in the critical pre-season training and international motocrosses in Belgium and Holland, Roger had been racing an old '73 model RN Suzuki. Or, at least he'd been trying to race it. The bike kept breaking. That had two undesirable side-effects besides the growing DNF list. DeCoster was not getting into shape physically, since he was not finishing most of the motos, and he was losing even more confidence in the machinery. There is always that little aggravation in a racer's mind that moderates the throttle hand when he knows, or even suspects, that the bike isn't set up right or that it's likely to break under him. It was in Roger's mind and that further sapped his confidence and the accompanying ability to push to the edge.

Nothing was coming together right that season. In an omen that had the ring of self-fulfilling prophecy, Heikki Mikkola (who had already been identified as the major contender for the world title, at DeCoster's expense) won the Belgian Easter Trophy, a feat which is usually Roger DeCoster's accomplishment and certainly the most important motocross weekend in Europe. Roger crashed when he was rammed by an uncontrolled Bultaco in the first moto of the races and was injured. It wasn't encouraging.

At Sittendorf for the first GP of the season, there were still reverberations from the snowstorm and riders' strike of the previous year. But instead of snow, April of '74 was warm, clear — even hot. The hillsides got uncharacteristically dry and dusty during practice. The rumors and attitudes that had been building for months became set in their respective patterns at the first GP — while still remaining sensitive to the shifts in popularity and opinion that condition motorsport competition. It is, at base, a very personal contest.

DeCoster was reputed to be in poor physical and mental condition with unproven machinery. Mikkola, a fierce Finn who in any other century would have been a warrior rather than a racer, was supposed to be in top physical condition, riding a thoroughly reliable Husqvarna, and have that extra edge of hunger for the championship that Roger had held for three years. Besides, the gossip went, Mikkola was younger. (That is true, but only by one year.) Then there was the spoiler, a sentimental favorite who allowed many preferring to think of themselves as coldly rational to induge in sentiment: Adolf Weil. At 36, the oldest rider contesting Grand Prix motocross and one of the best. The West German Maico factory had switched Adolf back into the 500cc class which they considered to be easy pickings for the quick, crafty German after Bauer's very near miss on a Maico in 1973.

When all the speculation and idle chatter were over, the reality did seem to fit everyone's preconceived pattern. Roger's bike had the cylinder head crack in the first moto of the Austrian GP. To compound the failure, it wasn't noticed until it was too late to get a new engine in the bike and still make the start of the second heat. DeCoster started the race late, then worked up to sixth only to have a flat tire, which dropped him back out of the points-paying positions. Heikki Mikkola won the Grand Prix by passing Adolf Weil on the last lap.

Unfortunately, the mechanical pattern and, too often, the exact parts and players were to be repeated through that season. Roger was at the point of a very serious *crises de morale*. Mikkola continued to dominate the early season until finally, at the Italian Grand Prix, Roger first led and, later that day, won a moto. But even as he grabbed the holeshot and started running away with the first moto of that GP, he could tell something was wrong with the engine. Only a lap later, the Suzuki rattled to its death and seized. A piston ring had broken and snagged in the cylinder ports. That kind of breakage is an imponderable but there's a strong possibility it could have been a mechanic's error in re-ringing the piston for that race.

As the season wore on, it became clear that the battle was drawn between Heikki Mikkola and Roger DeCoster. No other rider really figured in this title chase. Said Roger later, "That was part of the problem. There was no other rider to win, to take the points away from Heikki, if I broke or had some other trouble. So when I would break down, he would automatically win. Gerrit was supposed to be of some help but it seems he raced against me as much as all the other riders."

And Roger did break. A broken shock absorber shaft while leading the English GP; a wheel that started (and nearly completed) coming apart while fighting for the lead of the U.S. GP; an exhaust pipe mount that snapped off and took the pipe with it while leading in Denmark; and, finally dismally, a broken connecting rod in that last Grand Prix in Luxembourg. Roger was also leading when that happened. It was his last chance to retain the World Championship.

(Above, left) Even Roger DeCoster was once a Junior. Already, his distinctive trials-derived style was emerging. (Above) In the 1973 U.S. 500 Grand Prix at Carlsbad, Roger and Willi Bauer battled in an important round of the World Championship. Bauer (2) won. (Above, right) In 1973, DeCoster stares intently while waiting for the U.S. GP start. (Below) Taken with American humor, Roger had this Knott's Ghost Town marriage certificate made up for Joel and Jeanine Robert. They were married in 1970, the year of Joel's fourth 250cc World Championship. Roger's mother, Florence DeCoster, doesn't really read English. (Bottom) At Carlsbad in 1973, you can tell it's Roger just from the style.

DeCoster still had a chance at the last GP to pull out a championship despite the early season dominance of Mikkola on the Husqvarna. Because when Roger hadn't been breaking in motos, he had usually been winning them, particularly past the mid-season mark as he came into his full powers of fitness and concentration. Slowly, he had been creeping up on Mikkola's seemingly unassailable points lead. Winning the Dutch and Belgian Grands Prix back to back had helped everything a lot, including Roger's morale. He had fought back into serious contention against the predictions of many, some of whom just wanted to see somebody besides DeCoster carrying the #1 plate in the 500cc class.

So it came down to the final Grand Prix and the remaining mathematical posibility for Roger to take another World Championship. The conditions were not especially easy. He had to win a moto and Mikkola could finish no higher than third. Both the antagonists were confident. Roger knew he could win on the Ettelbruck circuit but who would displace Heikki from second place?

DeCoster fought to the front of the pack after one lap of the first moto and then, started going away. With half the timed 40 minutes of the heat already gone, he had a 15 second lead. Then came the explosive crack of the separating con rod in the Suzuki's engine. Heikki Mikkola was 1974 World Champion.

Roger had brought a case of champagne to Luxembourg with him. He carried it over to the Husqvarna pits. "I was going to drink it one way or another: celebrating victory or drowning defeat. One time, I think it was Sylvain [Geboers] who had brought some champagne to the last GP when he was very close in the fight for the 250 Championship with Joel. When Joel won, Sylvain went home without opening the champagne. I didn't want to do that."

Remarkably, then and later, Roger didn't seem that bitter in defeat. Even those who knew him well didn't know what to expect since he'd never lost the World Championship, after holding it, before. His attitude seemed to be that he'd given it his best effort; that second in World Championship standings was better than anything else — except first.

"After the season, I would have been happier winning of course, but it was better to lose it that way — right up to the last moto — than to keep beating myself or getting beaten consistently by Heikki.

"Belgium won the Trophee des Nations [for 250cc motocross machines] with me scoring well for the team. Then, we had a disaster at the Motocross des Nations [for 500cc bikes]. Jaak had a bad crash in the first heat and I broke a chain. They wouldn't let me start the second heat because Belgium didn't have enough guys to make a full team in the first moto." (Under the rules for these events, three riders from each country must finish each heat.)

So what Roger DeCoster was left with at the end of the 1974 Grand Prix season was second place by six points, five DNFs while leading GP motos, a derailed chain at the Motocross des Nations (which he had won the previous two years), and works Suzuki that he finally had sorted out so it was one of the top GP bikes in the world, something it hadn't been at the beginning of the season. And contract talks were coming up with Suzuki.

There was only one thing left for him to do: win the American Trans-AMA series. It was one thing he had never done before. In fact, his post-Grand Prix performances in previous Trans-AMA series had been decidedly lackluster compared to his GP racing. He had never won more than two events in the series before — mostly because he had never really tried to.

"It is very improtant for me to win the series this year," Roger stated grimly. So he did. He won the first race in Canada which didn't pay points toward the overall title and he won the next one in New York, which did. Then he relentlessly began to build up a points lead with a sixth in Ohio, a pair of wins in Georgia and Texas, and a second in Washington state. He wrapped up the series with a convincing second moto win in the hills near Livermore, California some two months after the opening round. That runaway ride to the checkered flag, which he would repeat more for form's sake than anything but pride one week later at Saddleback Park, gave him the overall series win and a secure, visible title for 1974: Trans-AMA Champion. It doesn't have quite the same solid ring as "World Champion" but it did give him some leverage for bargaining with the Suzuki brass. It was, Roger said smiling over celebratory cake and win some days later, "better than nothing." When he said it, his face was split by the wry grin which said, it's a *lot* better than nothing.

Heikki Mikkola, the man who had wrested the World Championship away from DeCoster, made a token appearance in that series to satisfy the American Husqvarna distributors and then returned to Finland to nurse the ankle he had first injured in the Dutch Grand Prix and bask in the glow of his first championship. He wouldn't have won the Trans-AMA series even if he'd raced all the events. He didn't need the title any more than DeCoster had in previous years when *he* had been World Champion. But in 1974, DeCoster needed something. With total determination, he went after it and got it.

Foremost among DeCoster's adversaries for the Trans-AMA title was Suzuki teammate, Gerrit Wolsink, who was virtually recovered from his serious crash in the Belgian Grand Prix. Wolsink was crushingly consistent in the top five — a good way to win a long series but, at the end, finished second to DeCoster. Roger also beat his 1973 nemesis from the Grand Prix circuit, German Willi Bauer, who was now, ironically, also riding for Suzuki. By the end of the series, the duel had resolved itself once again into a two-man affair. This time, between Roger and Adolf Weil. But in that final moto at Saddleback, DeCoster just disappeared from the rest of the pack. He got so far out in front it was difficult to tell he was even in the same moto. It was a good way to end in December what had started so dismally back in February. Roger DeCoster finished his 1974 season by showing everybody how to lead and win a long, rough 45-minute moto. It was the icing on a cake he'd spent months making for himself, months sometimes filled with trials, errors, and disappointment.

The public address system at the California track kept asking for DeCoster to come to the victory podium for the trophy presentation. Roger grabbed his mini-bike and found his beautiful wife, Laurie, among the crowd. Together they putted up the start hill, where an hour before Roger had led the charge of 40 Open class motocrossers. It was all over. ●

(Continued next week)

(Above) Lackey and the crowd. (Below) The fast guys go inside, Weil in front, hiding Karsmakers, DeCoster and Mikkola.

PHOTOS BY DAVID MALTAIS

500cc World Championship Motocross

Mikkola marches on to victory in Germany

By David Maltais/Asahi Pentax

BIELSTEIN, W. GERMANY, JUNE 5

With a 1-2 score, Heikki Mikkola and his Heikki Penttila tuned factory Yamaha tightened his grip on the '77 World Championship with 27 points, bringing this year's total for 10 races to 130. Gerrit Wolsink was the second leg winner after a thrilling duel with Mikkola and Roger DeCoster, but a poor sixth in the first race put him third overall for the day behind Suzuki teammate DeCoster. Roger managed to stay in contact with Heikki for the title chase with 22 points bringing Roger's total to 101.

The "Bielstein Waldkurs," east of Cologne, is 1860 hilly meters of hard, rocky, extremely slippery terrain with two sections crossing short amounts of paved road, many steep uphills, off camber dips and dives snaking around a grassy hillside.

Cool, cloudy weather threatening rain greeted the riders on Sunday morning. 20,000 spectators decked out in rain gear and umbrellas were ready for the fifth round of the 500cc World Championship with many fans from Holland, Belgium and England. There were quite a few American fans from the nearby bases in West Germany. England had only John Banks and Bob Wright of the CCM team to cheer on as Vic Allan is still sidelined with his back injury suffered in Finland. Graham Noyce, fifth in the title chase, is out of action with torn ligaments on the inside of his right knee as the result of smashing into a tree at an International 500 in Belgium the Sunday before. His leg is in a cast and he may have to give Italy a miss as well. He will be back in Belgium to see a doctor in Mol this week.

Mikkola came to West Germany 24 points ahead of Roger DeCoster. After the last three Grands Prix in deep, heavy sand where Heikki had walked away with five out of the six races, (being robbed of a perfect score by Brad Lackey's win in the first race in Sweden), every one was saying that Roger's superiority on the hard, slippery technical circuits would give him the win in West Germany.

Sunday morning in early free training Roger was clocked fastest; Heikki was taking it easy, saving himself and machine for the official timed practice at 10:30. Heikki's strategy proved right. He went out and set fastest qualifying time with Roger second and Bengt Aberg third, flying the four-stroke Yamaha, despite a heavy cold.

The starting gate, a clock-triggered hydraulic solid metal unit slammed down with a crash at 1:30 with Fritz Kobele getting to the first corner first, but Mikkola rocketed into the woods after him and passed him after two corners with DeCoster and Aberg in hot chase.

Lackey, who lined up far to the right on the outside when everybody had filled in from the left, was 11th after one lap behind Mikkola the leader, DeCoster, Aberg, Yvan v.d. Broeck, Fritz Kobele, Frank Svendson, Wolsink, Andersson, Bauer and Alberto Angiolini.

Herbert Schmitz moved his factory Maico up through the pack from a poor start and passed Brad on the third lap with Gerrit quickly picking up his pace moving up to fifth on the same lap. On the next lap Gerrit passed Svendson for fourth place.

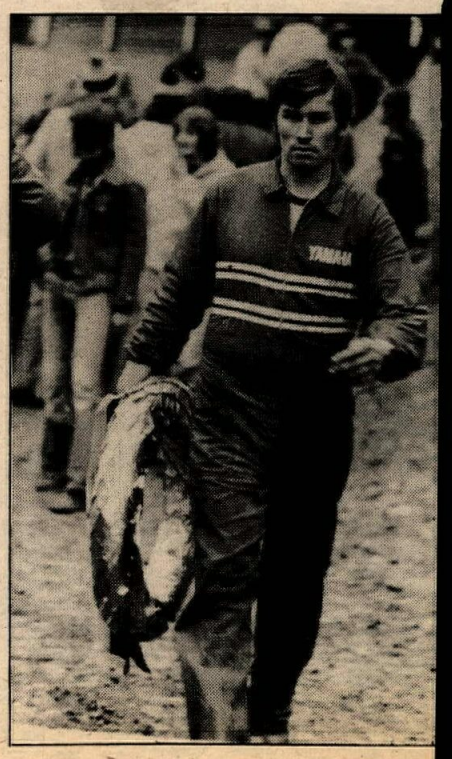
Heikki, Roger and Bengt had pulled away from the rest of the field with Heikki out ahead alone and Roger and Bengt dueling in a close race for second. Aberg managed to shoot past DeCoster on the inside on a snaky off-camber on the back part of the course Roger got him back on the next corner. Roger held Bengt off, even though the reigning World Champion stalled his engine in a full-lock braking turn.

On the fifth lap, Brad stuck his foot out, and a big rock smashed his big left toe. He felt sure it had broken. On lap six, he moved in behind Bauer and passed him and started to set his sights on Schmitz. Van Velthoven moved up to eighth place behind Brad, and the Schmitz-Lackey-Van Velthoven sandwich started a fantastic skirmish. Lackey passed Schmitz on lap 11 and took Svendson for fifth place behind Gerrit. Brad then caught and passed Gerrit. Wolsink crashed and was overtaken by Schmitz and Van Velthoven. Four laps from the finish Brad crashed and smashed his right hand on the hard ground ripping his glove apart.

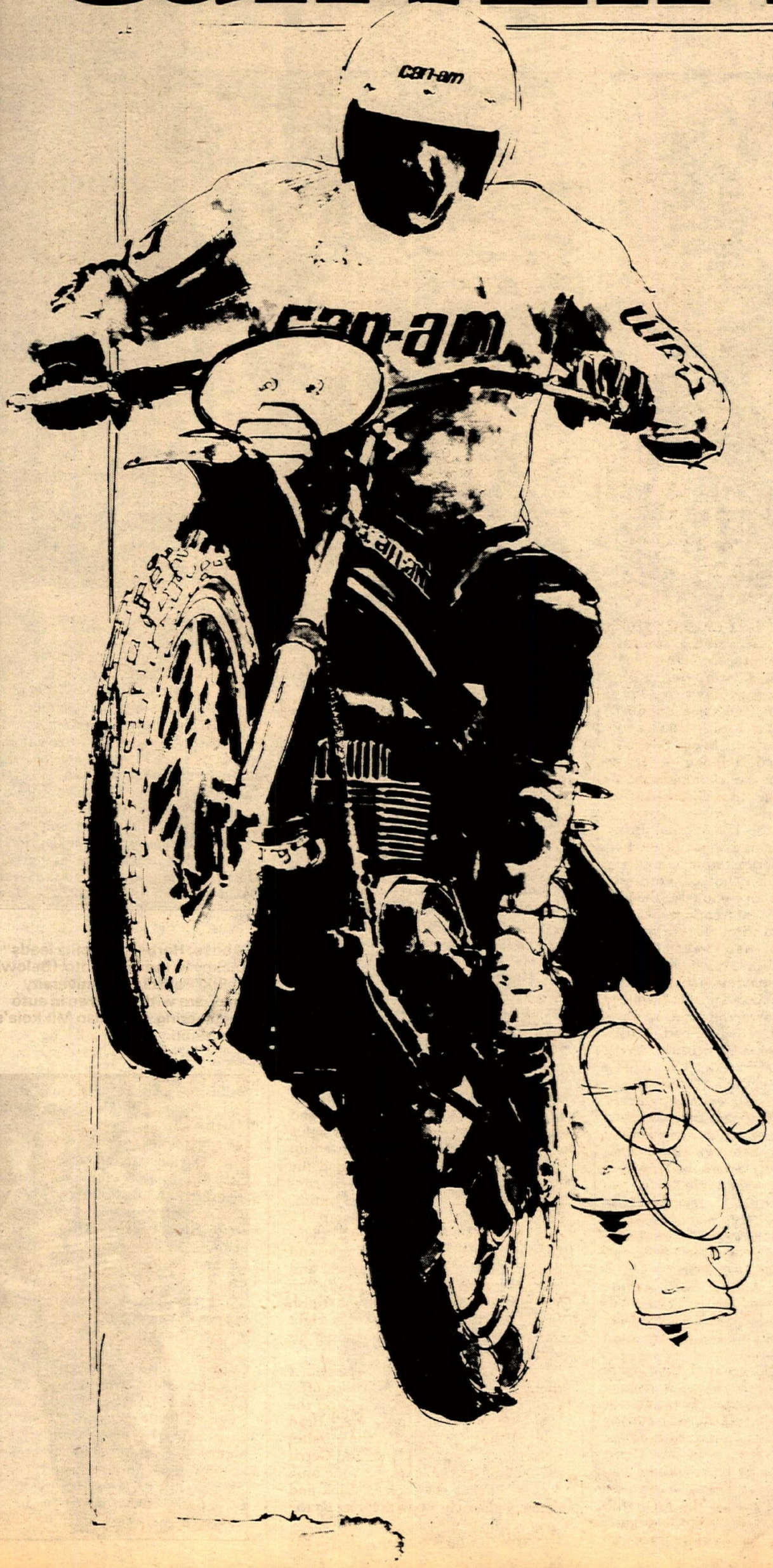
"I was afraid to look at my hand, I thought my little finger was torn off. It was like riding on marbles and the bike shot out from under me," Brad said. He lost two places as the minutes ticked away, but both Brad and Gerrit got by Jaak when he slipped wide on a corner. Lackey overtook Wolsink and then caught right up to Schmitz on the

(Continued on page 44)

(Above) Herbert Schmitz leads Lackey in the first moto. (Below) Heikki Penttila is a university graduate with a degree in auto engineering. He's also Mikkola's mechanic.



Can-Am* wins!



MX Update:

Jimmy Ellis takes 1st Overall, Olympic Stadium Supercross, Montreal, Canada on a Can-Am, of course. They're the bikes the winners ride, the same basic bikes you can buy. See the MX-3 250cc and 175cc right now at your Can-Am dealer's.

Can-Am* Winners list.

5/29 605 Speedway, California
Production Road Race
1st 250 Production Class
Gordon Seim - 175 TNT
Also: 1st 410 Production Class
Sponsor: Valley Cyc. of Salinas

5/28 Monterey, California
Short track
1st 200 Novice Class
Rocky Pemberton 175 MX-2
2nd - Alan Malm 175 MX-2
3rd - Kevin Crowley 175 MX-2
Sponsored: Valley Cyc. of Salinas

5/15 New Albany
Rosewood M/C Club
3 Hr. Hare Scramble
Rod Cooper 1st Overall on 250 Q.
Sponsor: Greenrose Spt. Ctr.

5/15 Goldsboro, N.C.
3 Hr. Hare Scrambles
1st Overall
Ricky Riddle 250 Q.
Sponsor: Callaway Mobile Homes

5/15 Beaver Dam
Scrambles
1st Overall
Jerry Blasczyk 250 MX-3
Sponsor: Simonar Service

5/13 Seattle International Raceway
Motocross
1st Overall
Lon Lewis 250 MX-3
2nd Blaine Elledge 250 MX-3
Lewis's Sponsor: Cascade Cycle & Spt.
Elledge's Sponsor: Totem Lakes Cyc.

5/8 Woodside Motocross
Sandpoint, Idaho
Motocross
Rocky Hardland 250 MX-3
1st Overall
Sponsor: Spokane Suzuki

5/8 Shelton, Washington
Motocross
1st 250 Pro Class
Buck Murphy 250 MX-3
Sponsor: Kent Cycle, Kent, Wa.

5/8 Bentley, Michgan
Enduro
1st Overall
Larry Campbell 250 Q.
Sponsor: C & C Cyc. Sls.

5/7 Elsinore Raceway
TT Scrambles
1st 250 Beginner Class
Ron Wigginton

5/7 Lodi, California
Short track
1st 200 Novice Class
Hal Hook 175 MX-2
Sponsor: Jorgy's M/C Sls.

5/1 Lenoir, N.C.
Brown Mt. Lites Enduro
1st Senior Class
Bill Inmon 250 Q.
Sponsor: Wayne's Cyc. Sls.

4/24 Byron, Illinois
Motocross
1st 250 Expert
Ron Downen 250 MX-3
Sponsor: Fox Trail Mtrs.

Racing toward the future.

can-am*

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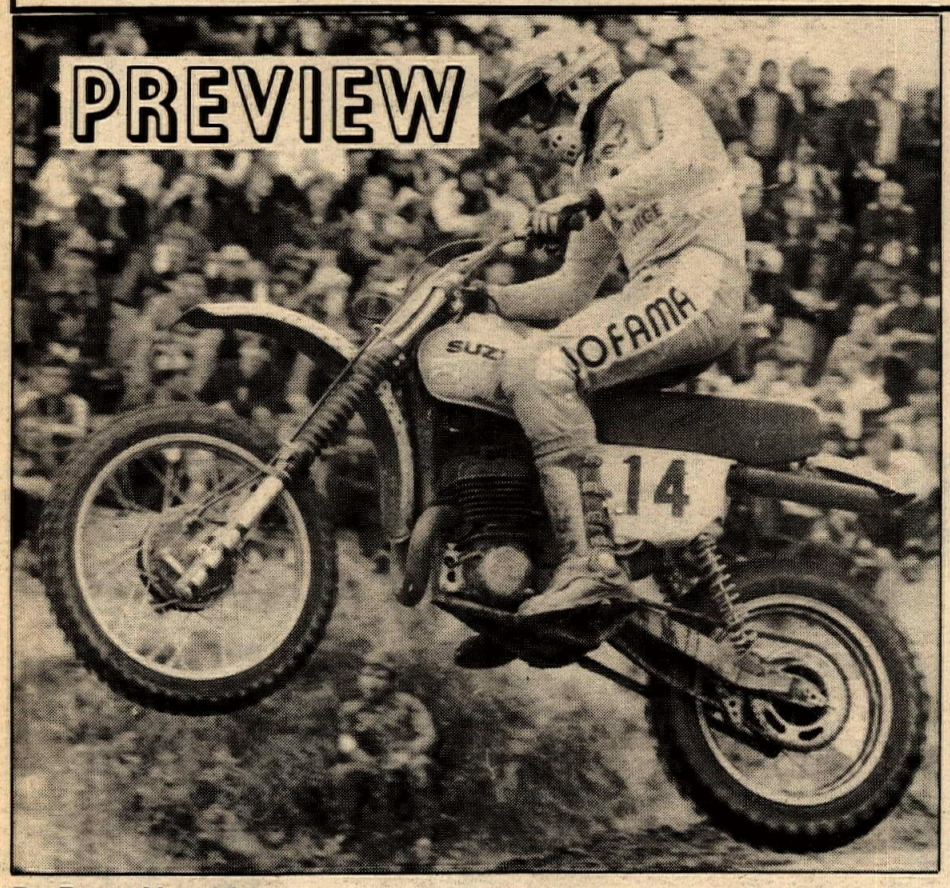
HANG TEN united states grand prix

CO SPONSORED BY BEL-RAY



By Dave Hawkins

An American motocross so popular with World Championship riders that the promoters have to turn away European racers? A race in the new country that attracts more interest than the races held in Europe, the homeland of motocross?

It may seem hard to believe, but that's exactly the case with the United States Grand Prix, co-sponsored this year by Hang Ten and Bel Ray Lubricants. As in years past, promoter Gavin Trippe of Trippe, Cox Associates made his pilgrimage to Europe to sign the fastest riders competing in the battle for the 500cc Motocross World Championship. But this year, Trippe had to weed out scores of vacation-seeking riders before signing the 14 absolute best World Championship riders in Europe.

It wasn't always so.

500cc World Championship Motocross events are held in 12 countries, including the U.S. round in Carlsbad. The 1973 Hang-Ten Grand Prix was the first-ever points-paying World Championship Motocross held in the United States. At that time motocross was almost unknown in America.

Now, motocross is virtually a household word, and the Carlsbad race is very popular. In 1976, 33% of all television sets turned on during the airing of the ABC Wide World of Sports coverage of the U.S. GP were tuned in to the race.

The Hang-Ten GP has become an extravaganza. Hollywood hype-types are seen in the pits, TV cameras roam all over the place — it reminds one of the football Super Bowl.

This year will be no different — only bigger. Olympic Gold Medalist Bruce Jenner will do the color commentary for ABC. After breaking his leg on a motocrosser earlier this month, Jenner should know something about the skill required to pilot a race bike.

Spectating will be several champions: Jeff Smith, the 500cc 1964 and '65 World Champion; Rolf Tibblin, champion in 250cc in 1959, 500cc in 1962 and 1963; Sten Lundin, 500cc Champ on a Lito in 1959 and '61, (he now helps with Bengt Aberg's Yamaha); Torsten Hallman, Aberg's sponsor, four time 250 champion; and Dave Nichol, the first Trans-AMA winner.

Traditionally the U.S. Grand Prix has paid the richest purses in the Championship Series. Posted in hard cash this year (not including contingencies) is over $38,000. Places are paid in the International Class down to 20th and through 12th in the Support Class. Last year Gerrit Wolsink won around $5,000.

As well as paying the largest motocross purses to the riders, Trippe-Cox has not ignored the needs of the spectator. A big problem in the past has been the poor quality of the food offered the public at the GP. They have tried in the past, but things haven't worked out as planned. Last year Trippe-Cox thought they had the food thing taken care of when Bob's Big Boy was contracted to cook at the race site. However, before the race the U.S. government said a big "NO" — the track site didn't meet certain health standards. This year there will be several very large self-contained catering trucks in an effort to bring top quality food to the track. Also, bleachers are being added so spectators can sit and watch the action from a choice vantage point. The bleachers cost $3 a foot to put up and take down, and since the average person's sitting area is a little wider than 12 inches the cost for a grandstand seat is $4. As you can see the bleachers are not a money making concession — they are there solely for spectator comfort.

Art Scholl, world famous sky pilot will entertain during the intermission. While the mechanics are frantic in the pits changing tires, cylinders and assorted parts, watchers can kick-back and catch some "360° turns while doing four turns in the opposite direction" spins by the magician of the air.

All in all, Carlsbad has always been the premier motocross events in the U.S. With the promoters out to make a good thing even better, nobody should miss this race!

Heading the list of entrants will be current World Champion Roger DeCoster. Finland's Heikki Mikkola, this year's point leader will be hand to try and stretch his lead over DeCoster. Mikkola has won World Championships in the 250cc and 500cc classes. This year he has switched to Yamaha to ride what he considers the most competitive bike in the Grands Prix. Heikki desperately wants to win the 500 Championship once again. He has always been an all-around sportsman. Besides the 250 title in 1975 and the 500 title in '74, Heikki has been the Finnish National Champion in iceracing, snowmobile racing and motocross. The current point standings have Mikkola in front with 157, DeCoster with 124 in second and Wolsink third with 114. This year Mikkola wants the "big one" and nothing short will satisfy him.

Carlsbad has been called a Gerrit Wolsink benefit. The Dutch dentist has won the last three Grands Prix at Carlsbad. Graham Noyce, the 19 year-old British flash will be representing the Maico factory along with veteran Adolf Weil and Herbrt Schmitz. The KTM factory has two riders with years of international experience behind them: Jaak Van Velthoven from Belgium and Willi Bauer from West Germany. Sweden has three entrants, Hakan Andersson on a Montesa, Bengt Abert on a four-stroke Yamaha and Arne Linfore on a Husqvarna. John Banks will ride a CCM to challenge Aberg for top four-stroke.

The American favorite is Brad Lackey, who place second in last year's U.S. GP and who is currently fourth in 500cc World Championship points. Jim Pomeroy, who until this year contested the 250 Grands Prix, will be a rider to watch also. Tony DiStefano, Kent Howerton and Gary Semics from the United States Motocross des Nations team will be on the gas and could do very well this year. Bob Hannah and Marty Smith, Yamaha and Honda's hope for the future are always very quick. Gaylon Mosier, will be racing in his backyard, and has to be one of the fastest open bike riders at the Carlsbad track. Rex Staten and Marty Tripes will be on Harley-Davidsons and if the bikes hold up might surprise a lot of people.

With entries like these and more, the 1977 U.S. round of the World Championship will be the best racing ever in the States.

Now, to stick our neck out and give some predictions:

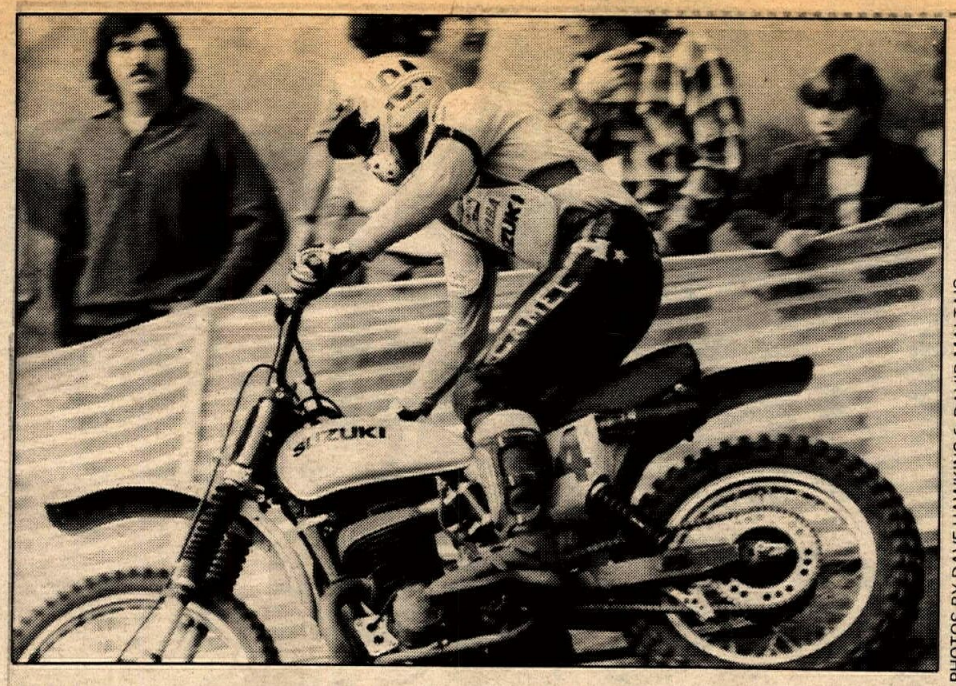
For top European, Mikkola will be tough, DeCoster's Carlsbad bad luck is bound to end soon, but Wolsink likes the big pay checks. Our vote goes to Gerrit Wolsink, the three-time winner of Carlsbad.

Top American could be Tommy Croft, Gaylon Mosier, Gary Semics, Marty Smith, Bob Hannah, Tony D, Rex Staten or Jim Pomeroy. (What a list of riders!) Our vote in this group goes to Brad Lackey. After switching to Honda for 1977, Brad has been very fast and doing a fantastic job in Europe.

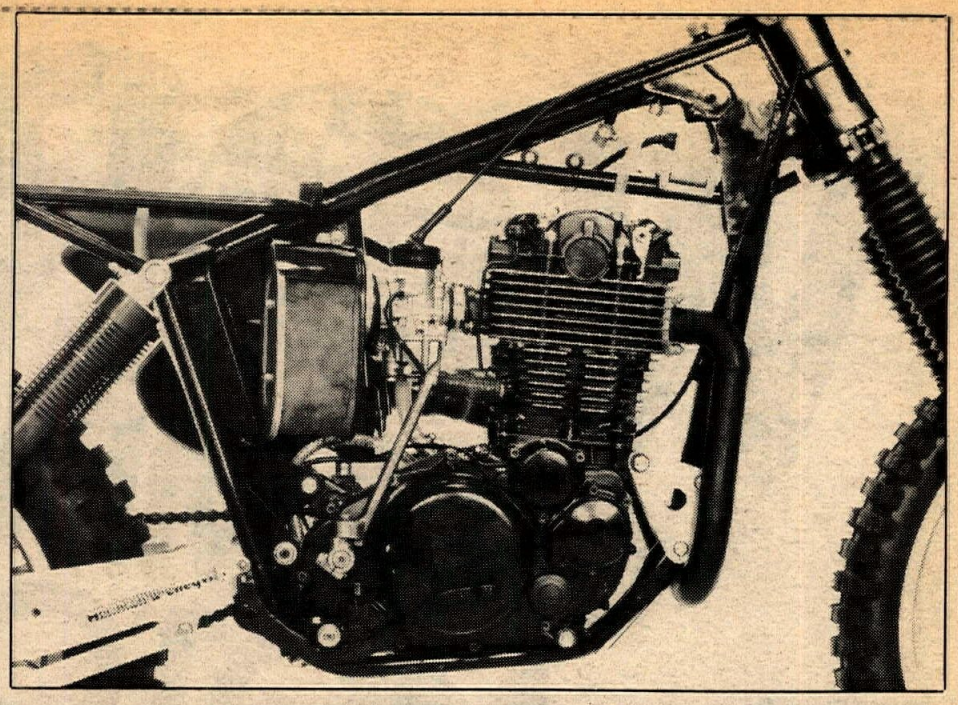
And in a easy choice, our top European/American vote goes to Pierre Karsmakers.

For the first overall we predict Brad Lackey. Gerrit Wolsink, Roger DeCoster, Marty Smith and Heikki Mikkola will round out the top five.

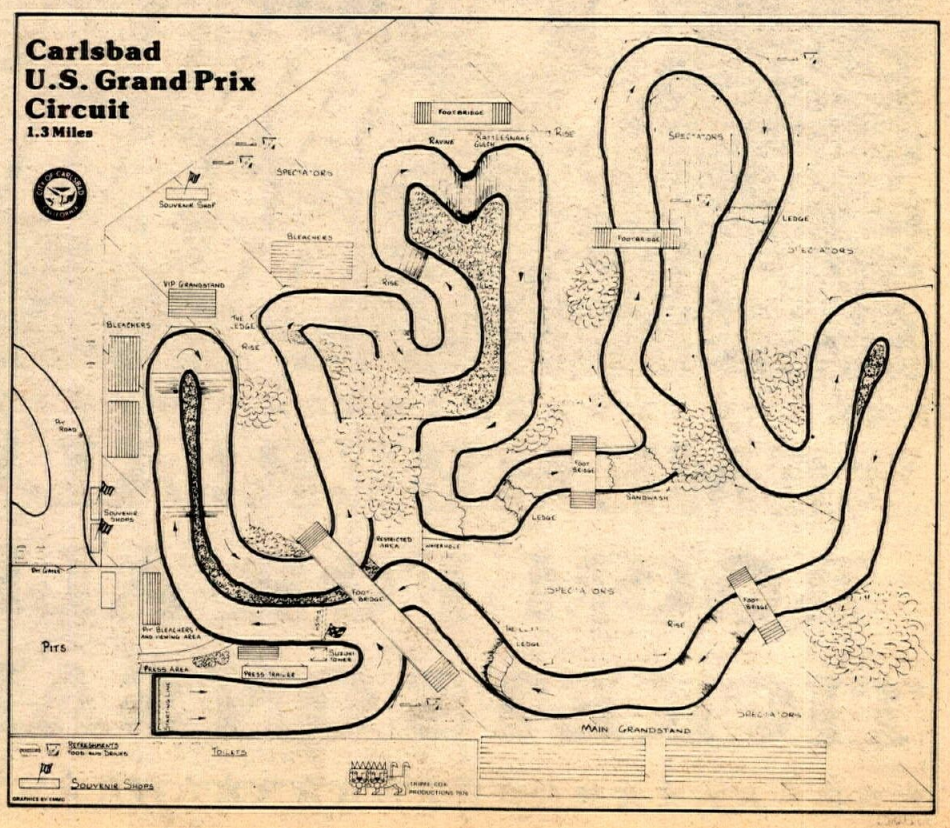
Sign-in for riders will be at J.C. Penney's in the Plaza Camino Real Shopping Center. The center is located east of the San Diego Freeway. Take Highway 78 to the Escondido exit. From 10:00 a.m. 'til noon you can watch the weigh-in and hit your favorite star up for an autograph.



PHOTOS BY DAVE HAWKINS & DAVID MALTAIS



(Opposite page left) Gerrit Wolsink has won the past three Carlsbad Grands Prix. The Dutch dentist is currently third in the point standings and another win would really tighten the race for the World Championship. (Opposite page right) Brad Lackey is America's lone entry in the entire Grand Prix circuit. Last year he suffered some mechanical problems that hindered his placings, this year on a big-bore Honda things are looking good for the 'yank'. (Above) Roger DeCoster won the World Championship for the fifth time last year and isn't about to give up the crown without a fight. Beset by bad luck the past few U.S. Grands Prix, he will be a factor in the racing. Roger can win anywhere. (Right top) A close look at Aberg's bike. The four-stroke power will be awesome on the long Carlsbad uphill. (Right middle) Heikki Mikkola has his eye on "the big one" this year. He currently leads DeCoster in the points chase for the World Championship. (Right bottom) This is a layout of the Carlsbad track. Pick out your spot and get ready for some of the best motocross racing ever seen in the U.S. (Below) Team Yamaha's Bob Hannah could surprise the Europeans.



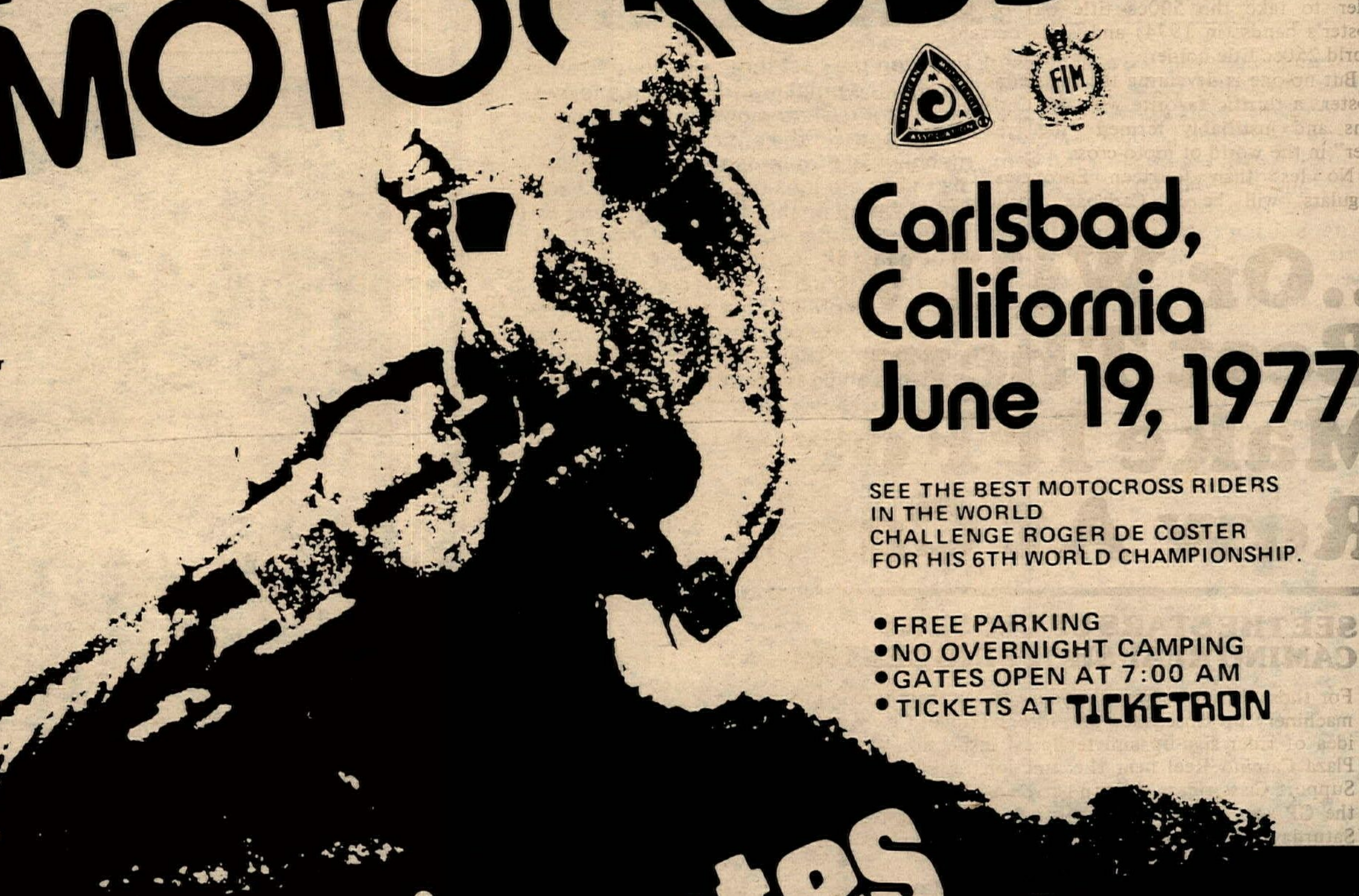
WORLD CHAMPIONSHIP MOTOCROSS

FROM EUROPE:

Roger DeCoster — Belgium — Suzuki
(1971-72-73-75-76 500cc World Champion)
Gerrit Wolsink — Holland— Suzuki
(U.S. G.P. Winner 1974-75-76)
Heikki Mikkola — Finland — Yamaha
(1974 500cc World Champion, 1976 250cc World Champion — Current 500cc Point Leader)
Graham Noyce — England — Maico
Adolf Weil — Germany — Maico
(Trans-AMA Series Winner 1973)
Herbert Schmitz — Germany — Maico
Jaak VanVelthoven — Belgium — KTM
Willi Bauer — Germany — KTM
Hakan Anderson — Sweden — Montesa
(1973 World 250cc Champion)
Bengt Aberg — Sweden — Yam — Thumper
(1968-1970 500cc World Champion)
John Banks — England — CCM
Arne Lindfors — Sweden — Husqvarna

FROM AMERICA:

Brad Lackey — Honda
(1972 National 500cc Champion and G.P. Winner)
Pierre Karsmakers — Yamaha
(1973 National 500cc Champion and G.P. Winner)
Jim Pomeroy — Honda
(America's First G.P. Winner)
Marty Smith — Honda
(1974-75 125cc Nat'l. Champion and G.P. Winner)
Bob Hannah — Yamaha
(1976 125cc National Champion)
Tony DiStefano — Suzuki
(National 250cc Champion 1975-76-77)
Kent Howerton — Husqvarna
(National 500cc Champion 1976)
Jim Weinert — Kawasaki
(1974-75 National 500cc Champion)
Gary Jones — Am-Mex
(National 250cc Champion 1971-72-73-74)



Carlsbad, California June 19, 1977

SEE THE BEST MOTOCROSS RIDERS IN THE WORLD CHALLENGE ROGER DE COSTER FOR HIS 6TH WORLD CHAMPIONSHIP.

- FREE PARKING
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REMEMBER! ALWAYS PLENTY OF ROOM FOR ALL AT CARLSBAD! TICKETS ON SALE AT THE GATE..

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CAN DE COSTER HALT THE MIKKOLA BLITZKRIEG?

Fearless Finn, Heikki Mikkola, comes to the HANG TEN UNITED STATES MOTO CROSS GRAND PRIX (Co-Sponsored by BELRAY OIL) with a substantial lead over reigning World Champion, Roger De Coster of Belgium...and the question that is on every fan's lips is "can the Yamaha team rider stop De Coster from winning a record sixth World 500cc Championship for Suzuki.

It looks that way at present for, after a fourth place in the opening GP of the season, Mikkola has been highest point scorer at every GP since. He was the last rider to take the 500cc title out of De Coster's hands (in 1974) and is the current World 250cc title holder.

But no-one is devaluing the incredible De Coster...a terrific favorite with the Carlsbad fans and justifiably termed "the greatest ever" in the world of moto-cross.

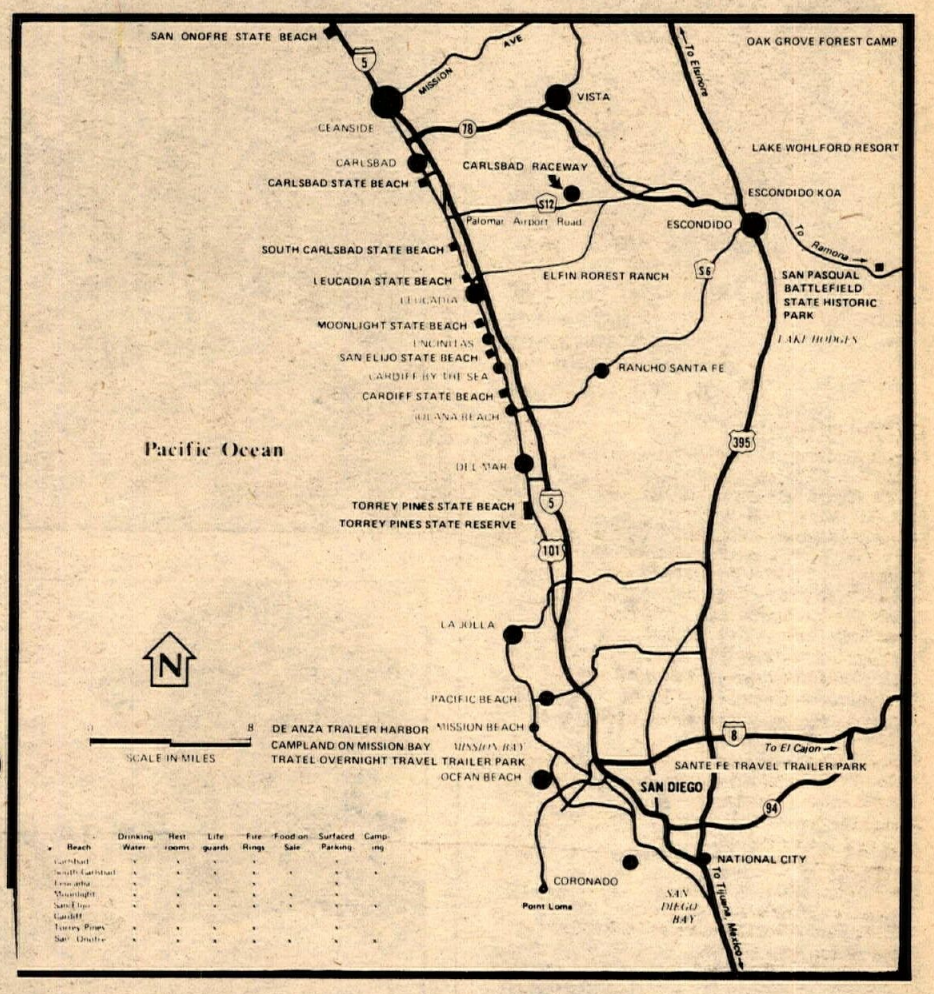
No less than fourteen European GP 'regulars' will be at Carlsbad, including three-time USGP winner, Gerrit Wolsink of Holland, and the current top ten in points standings.

America's hopes are well represented...primarily by Honda team ace, Brad Lackey, who is fourth in World Championship points and still in with a

Lackey Heads Up US Challenge

fighting chance of the title. He is backed up by a string of American National Champions and home-based stars.

Four World Champions, 18 National Champions (from both the USA and various European nations) and no less than 13 individual Grand Prix winners! That's the staggering sum total of the abilities of the stars that will race for over $40,000 in prize money (cash and contingencies) at Carlsbad on Sunday, June 19th!



Beach	Drinking Water	Rest rooms	Life guards	Fire Rings	Food on Sale	Surfaced Parking	Camping
Carlsbad	x	x	x	x	x	x	x
South Carlsbad	x	x	x	x	x	x	x
Leucadia	x	x	x	x	x	x	x
Moonlight	x	x	x	x	x	x	x
San Elijo	x	x	x	x	x	x	x
Cardiff	x	x	x	x	x	x	x
Torrey Pines	x	x	x	x	x	x	x
San Onofre	x	x	x	x	x	x	x

..Or Will Wolsink Best Them Both To Make It Four In A Row At Carlsbad?

SEE THE STARS UP CLOSE AT CAMINO REAL SHOPPING CENTER

For those fans who want a chance to see their heroes and the exotic Grand Prix racing machinery up close, race promotors Trippe, Cox Associates have instituted the novel idea of rider sign-up and technical inspection at Carlsbad's giant shopping mall, the Plaza Camino Real near the junction of El Camino Real and Route 78. The 250cc Support Class riders sign up between 3.00pm and 5.00pm on Friday, June 17th, while the GP aces appear with their bikes between 10.00am and noon on the morning of Saturday, June 18th. Take along your autograph books!

Don't miss the terrific new souvenir tee-shirt (the new design is depicted below) and the monster 92 page Souvenir Program (with lots of color pages). Both will be on sale at concession booths around the track. And don't worry about lugging in a heavy food hamper. New, upgraded food concessions offer a better-quality, wider selection than ever before...and at value for money prices!

MONSTER PROGRAM, SUPER SOUVENIR TEE-SHIRTS AND THE BEST FOOD CONCESSIONS YET!

EVENT SCHEDULE

SUNDAY, JUNE 19th, 1977,
9.30 - 10am: 250cc Practice.
10 - 11am: 500cc GP Practice
12.30am: First 250cc Race
1.10pm: First 500 GP Race
Art Scholl Air Show.
2.30pm: Second 250 Race
3.10pm: Final GP Race.

No Overnight Camping At The Track... But Here's Where To Go

FOR LATEST CAMPING INFORMATION CONTACT:

Carlsbad Chamber of Commerce
P.O. Box 597
Carlsbad, Ca. 92008
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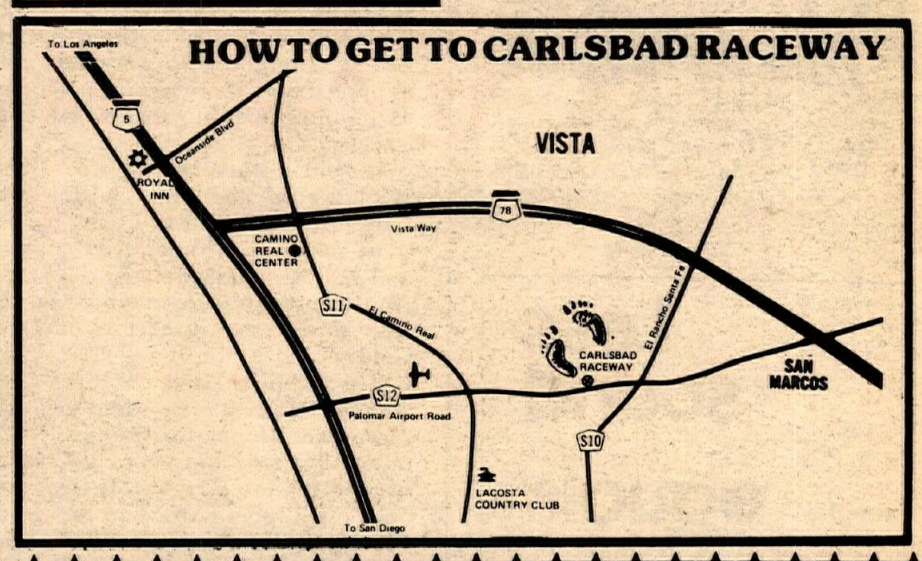

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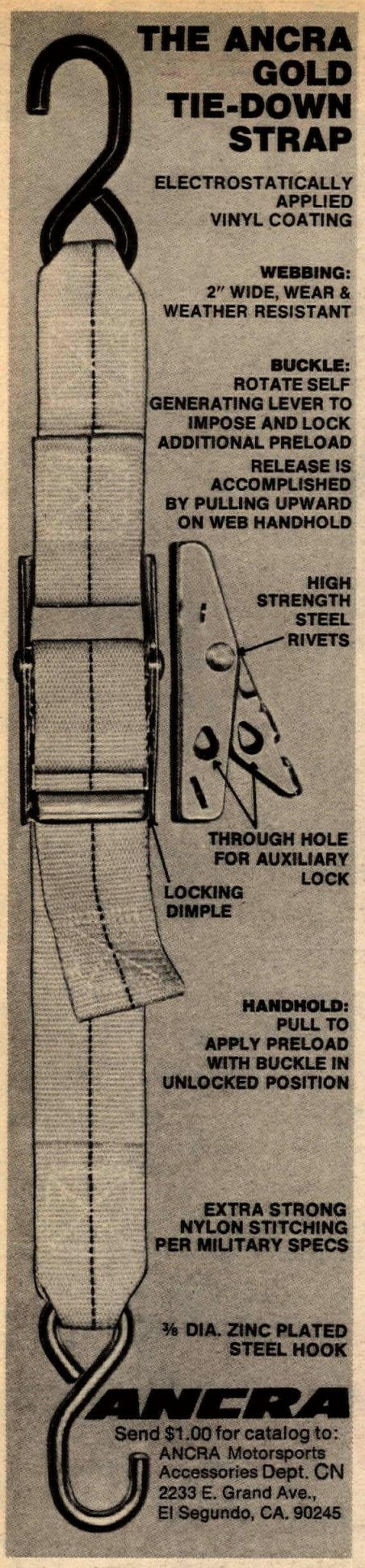

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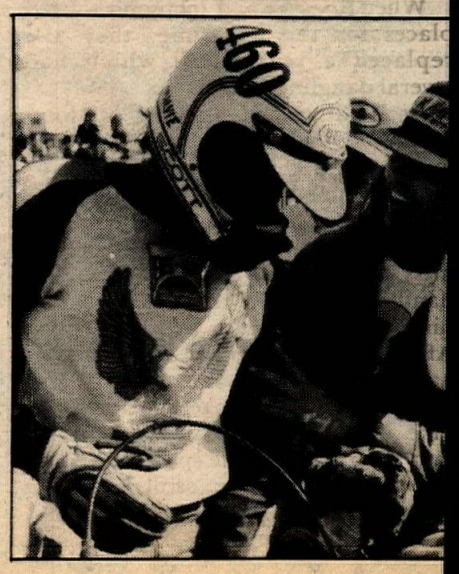
PHOTOS BY JAMES BRAMMER AND DALE BROWN

(Left) Johnson, Hardin and Wallingsford in post-race conference. (Above) Roeseler blasts through Valle de Trinidad. (Below) George Halyak's Vespa went 90 miles. (Below, middle) Class 20 winner Jeff Kaplan. (Below, bottom) Ogilvie after 423 miles.



Roeseler/Johnson, Team Husky win Baja Internacional

By Dale Brown

ENSENADA, B.C., MEX., JUNE 10

The team of Larry Roeseler and Jack Johnson led a Team Husqvarna 1-2-3 overall sweep of SCORE's Baja Internacional. The winning duo posted a time of eight hours, 32 minutes, 15.2 seconds, four minutes faster than second place and 28 minutes in front of the first four-wheeler.

Second place went to Brent Wallingsford and Scot Hardin, who started first and finished first, but fell short on elapsed time. A.C. Bakken and Bob Rutten completed the sweep. All three teams were mounted on 390 CRs under the direction of Dean Goldsmith.

Bruce Ogilvie (Dale's Modern Cycle 250 H-D) certainly deserved the "Ironman" trophy for riding the 423-mile event solo and winning Class 21 by a 13-minute margin. Mitch Payton and Jeff Kaplan (Anaheim Sportcycle 125 Hus) picked up Class 20 honors, while Dick Vick and John Watkins (390 Hus) won Class 38.

The first bike left Ensenada at 6:15 a.m. Hardin was the first rider to leave; he and Wallingsford broke trail for the rest of the race. The Class 22 bikes (over 251cc) started first and Tom Brooks on the Brooks/Bob Balentine KTM Imports 400 KTM moved quickly to second.

The first part of the course ran through Ojos Negros to the first check at El Rayo, 45 miles from the start. The race was started under threatening skies and there were many patches of fog and mist betwen the start and Ojos Negros and just past Ojos Negros, playing hell with goggles.

Roeseler and Bakken were among the last Class 22 bikes to start, both getting underway about 14 minutes after Hardin.

After leaving El Rayo, the racers headed almost due south to Nuevo, where most teams elected to change riders. The course was laid out in what looked on paper to be a drunken figure-eight. Almost all the top teams rode the race in quarters, changing at Nuevo, El Chinero and Valle de Trinidad or El Rodeo.

By the time they hit Nuevo, Roeseler had moved up to third overall physically. Larry had the fastest time of the day to El Rayo: 48 minutes. (Malcolm Smith was only one minute slower in a buggy.)

Just past Nuevo, in a section of virgin desert, Balentine got lost, losing 10 minutes and dropping from second to sixth. It was also after Nuevo that riders hit one of the most difficult parts of the course, "The Summit." Reaching an elevation of 4,000 feet, the Summit included a 150-yard, boulder-strewn downhill. The motorcyclists reported no problem with it, but one of the myriad SCORE classes is for stock VWs.

Heading north in the direction of Laguna Salada, Rutten seized his Husky twice but continued on. From there the course swung back to a southernly heading, past gas pits at Tres Pozos (where some gas crews arrived too late to pit their riders), past Check Three (167 miles from the

Scot Hardin was first rider out.

start) to the second rider change at El Chinero. Hardin took over from Wallingsford, their bike still running trouble-free. Johnson came in on a flat front tire, which was changed before Roeseler took over.

At Check Four, near the fishing village of San Felipe on the Sea of Cortez, Hardin had an 11-minute lead on Roeseler. With the start differential, it meant that Roeseler and Johnson had a three-minute lead at the halfway point.

In Class 21, Ogilvie hit Check Four 15 minutes in front of the runners-up, Rick Finger and Ric Secor (European Sport Cycles 250 Hus). Ogilvie got a brief rest while a flat was replaced, then took off again. Right behind the Finger/Secor team, and ahead on time were Tom Kelly and Mike Johnston on a KTM Imports 250 KTM.

Payton, riding the lead 125, arrived at the midway point with a 12½ minute actual lead over Steve Rion and Scott Pfieffer (Yamaha Mission Viejo 125 Yam).

Past San Felipe, the course went north through the long and dusty Laguna Diablo (Diablo Dry Lake). Bakken took the third-running Husky across the lake at full tilt with no problems, despite Rutten's earlier seizure. Just past Laguna Diablo, Payton crashed while going up a long sandwash. The throttle stuck open and Payton was unable to make it back to the bike before the engine seized. Payton managed to get the bike restarted and walked alongside it for half a mile through the wash before putting any load on the engine.

The course went through the San Matais pass and headed into Check Five at Mike's Sky Rancho. From there it was up to Valle de Trinidad and El Rodeo. It was in this area that Finger ran out of gas. "I tried pushing it, decided that wasn't going to work, tried running and that wasn't going to work. I saw Kelly coming and I stuck out my thumb and pointed at the bike. He stopped, said 'get on!' and we booked to the pits. I don't know if I would have done it for him . . . but now I owe him," said Finger the day after the race.

When Roeseler and Johnson changed places for the last time, they also replaced a rear wheel which had several dangling spokes.

As Wallingsford, still out in front, sped away from El Rodeo on the final leg, everything had gone smoothly — until he came blasting around a corner and found a cow sitting in the middle of the road. Wallingsford managed to miss a head-on collision, but his handlebars nicked the cow and sent him over the bars in a brutal crash. After that, Wallingsford's memory was hazy; he thought he might have crashed again. "I woke up riding the bike in second gear on the course," said Wallingsford. He speeded up and finished at 2:51 p.m., still looking a

(Continued on page 31)

winners wear

Marty Smith beats 'em all at New Orleans Supercross

Ellis third, Croft fourth, and Pomeroy sixth

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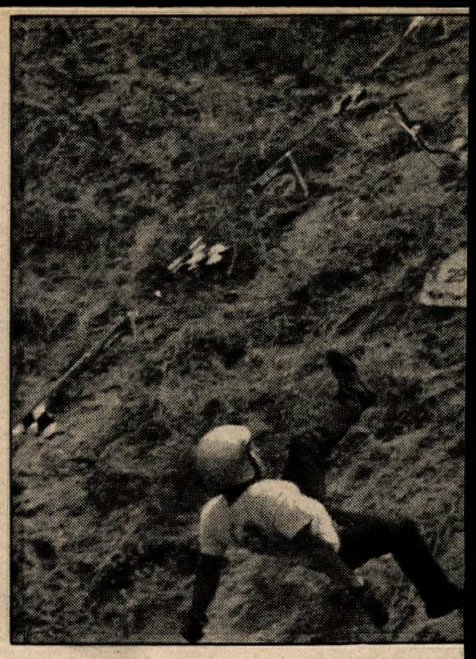

PHOTOS BY DENNIS GREENE

(Above, above left and below) Two days of thrills, spills, gravity defiance and good hillclimbing made up the DeAnza World Championship, where Clyde Peterson went away the big winner.

Clyde Peterson and Yamaha win top money in Championship Hillclimb

By Ann A. Powell

SUNNYMEAD, CA, JUNE 4-5

It was billed as a two day event, but although more than 120 had entered the Saturday sportsman climb, the primary event was set for Sunday. This was the third-Annual World championship Hillclimb, and although the riders hadn't come from around the world, they had come long distances to try their luck at DeAnza's "new" hill.

Fifty-six members (including wives) of the Bees Motorcycle Club of Salt Lake City, Utah, were on hand for this weekend. In fact, 16 of them were entered in the Saturday event, three in the Sunday climb. Other riders had journeyed from all over California, from Airzona, and throughout the West. The big drawing card was the $4,000-plus purse waiting at the top of the hill.

Excitement ran high on Saturday, with promoter Doug Hall promising that no one would make it over the top, or at least, very few would. "And," he added, "the Sunday run is even rougher!"

Pennzoil was on hand, promising a half case of oil to each of the 17 class winners on Saturday and $100 cash for the fastest time over the hill on Sunday. The Pennzoil reps began to feel that they could use that $100 for their own purposes when Saturday's event ended without seeing a single rider crest the hill.

Sunday dawned with heavy overcast and early morning sprinkles. The rain was light, just enough to assure spectators and competitors of a cooler day, and enough to keep the dust fairly well settled. Spectators arrived early, and found that the hills surrounding the big run were perfect for catching all the action.

Sunday was held to three classes: 250cc; 251-501cc; and Open.

The Sunday hill *was* even rougher than the one used on Saturday. Not only was it well covered with brush, but was off-camber, bordered by erosion ruts, steep, slick, dusty, and just plain mean.

Elden Peterson did a masterful job of riding when he took his 250 Bultaco up to the 284 foot mark and the class win. That run tooks its toll on bike and rider, but Peterson went home $600 richer . (He had also collected two second place trophies on Saturday.)

To everyone's shock, Clyde Peterson, the second rider in the 251-501 class, took his super Yamaha right over the top of the hill in a mere 7.25 seconds. that made Clyde the first rider in two days to see the crest of that hill. What's more, it put an immediate $85 in his pocket. That was the pot the spectators had built up for the first man over the top. When the class was finished, Peterson was still the only man over the top, good for a win and $600 to add to the $200 he won by placing third in the smaller class. And, although it wasn't known at the time, he was to pick up another $25 spectator pot for fast time of the day, and $100 from Pennzoil for the same fast time. His total for the two days was $1010 in cash, a first place trophy for his win in the 250 Modified class, second place trophy in the 500 Modified class, a half a case of Pennzoil and one badly sprained foot. Not a bad weekend for this young man from Yorba Linda, California.

But, spectators come to see the Open class. They like the big bikes, and this class had some of the biggest... and most exotic. It also is the class with some of the biggest names, names that don't show up in the smaller bike classes. Names like Jim True, winner of the Open class last year, and the only man to ever top the famous Widowmaker in Utah. Names like Ron True, the winner of this year's Widowmaker Hillclimb. Names like Bill Harrison, 1975 World Champion Arm Wrestler and one big biker! they come out to see these riders, as well as the local Southern California experts, Neal Mackel, Bill Correll and Craig Mock. They want to see the riders from out-of-state, like Mel Kimball of Utah.

This is the class where the bikes are as big as trucks and about as powerful as Sherman tanks. These are the bikes that run on exotic fuel mixtures, the formulas of which are closely guarded secrets. If you have a cold and stand behind one of these super bikes, it is guaranteed to clear your head at once!

These big bikes have one drawback — they are heavy. All that power does no good unless the rider can manage to keep both tires on the ground and maintain forward motion. That's where power can sometimes backfire.

There were plenty of backfires today. So many of the bikes flew into the air that the crowd began to wonder if some wouldn't actually sprout wings. "Start a pot for the best crash," yelled an excited onlooker. "Anyone willing to try as hard as these guys deserves some help in putting a broken bike back together." That was another beginning, and the pot quickly grew to more than $50.

As it turned out, the hottest race of the day seemed to be for that $50 crash fund. It finally narrowed down to two riders, Big John Bjorkman and his super Triumph, and Cliff Lamb with a 1,200cc Harley. Lamb went a mere

200 feet, but he did win out on the "Best Crash" and took home $56. Since the damage to bike and bod was slight, that wasn't too bad a day's work.

The big money in this class went to 20-year-old Craig Mock on a 750cc Triumph. Mock set high mark of 335 feet, just 15 feet short of the top, and worth $800. He also picked up two first place trophies on Saturday, as well as a case of Pennzoil.

Hillclimbing is a sport for all ages, and even the World championship is open to all. In the sportsman climb on Saturday, the youngest rider was Gary Hall, son of the DeAnza Park owner. Young Gary also competed on Sunday. He wasn't a winner, but he showed the form that will make his a name to remember in future climbs.

The oldest rider, entered in Saturday's races only, was 62-year-old George Terrell of Placerville. After watching him ride, one spectator shook his head, "Are you sure they got that age right? Maybe it was supposed to be 26-year-old."

Out-of-staters put on a good show, but except for two second place trophies for Utah riders on Saturday, all the brass and the money went to Californians, most of them from Southern California. There can be little doubt that Southern California leads when it comes to motorcyclists in general and hillclimbers in particular. And the best of the very best were at DeAnza. ●

Results

SUNDAY... MONEY CLIMB:

0-250cc CLASS: 1. Elden Peterson $600 (Bul). 2. Wes Evans $300 (Bul). 3. Clyde Peterson $200 (Yam). 4. Kerry Peterson $100 (H-D). 5. Dick De Rosa $75 (Yam).

251-501cc CLASS: 1. Clyde Peterson $600 (Yam—only rider over the top). 2. Kent Morgan $300 (Yam). 3. Kerry Peterson 1200 (Mai). 4. Neal Mackel $100 (Yam). 5. Wes Evans $75 (Suz).

502-OPEN CLASS: 1. Craig Mock $800 (Tri). 2. Jim True +300 (H-D). 3. Tom LaRue $200 (Tri). 4. Neal Mackel $100 (Tri). 5. Wes Evans $75 (Suz).

BIG MONEY WINNER: Clyde Peterson: Total $1010.

BEST CRASH WINNER: Cliff Lamb: $56.

SATURDAY... sportsman climb; trophies only

amini class; Larry Silva (Yam).

125 CLASS: Perry Edwards (Yam).

175 CLASS: Ollie Kiener (Yam).

250 STOCK: 1. Steve Stith (Yam). 2. Kent Argyle, Utah (Bul). 3. Dave Powell (Suz).

± = ° MOD: 1. Clyde Peterson (Yam). 2. Elden Peterson (Bul).

360 STOCK: 1. Larry Silva (Yam). 2. Scott Killpack—Utah (Yam).

360 MOD: 1. Craig Mock (Yam). 2. Larry Silva (Yam).

400 STOCK: 1. Bob Bayuk (Yam). 2. Larry Silva (Yam).

400 MOD: 1. Wes Evans (Suz).

450 STOCK: 1. Chuck Peterson (Mai).

450 MOD: 1. Kerry Peterson (Mai). 2. Elden Peterson (Mai).

500 STOCK: 1. Craig Mock (Yam). 2. Jim Collier (Yam). 3. Ed Shaver (Yam). 4. Butch Couture (Yam).

500 MOD: 1. Ron Thompson (Yam). 2. Clyde Peterson (Yam). 3. Kent Morgan (Yam).

650 STOCK: 1. Mike Gebhardt (Tir). 2. Ron Powell (Tri).

650 MOD: 1. Ron Thompson (Yam). 2. Tom La Rue (Tri). 3. Georg Sauer (Yam).

OPEN CLASS: 1. Ron Thompson (Yam). 2. Kerry Peterson (Mai). 3. Ken Miller (Tri). 4. Tom LaRue (Tir).

HIGH MARK: Ron Thompson (Yam) 282 ft.

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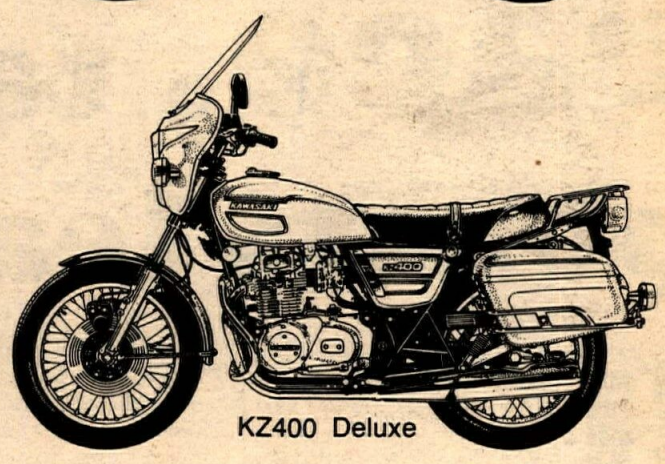

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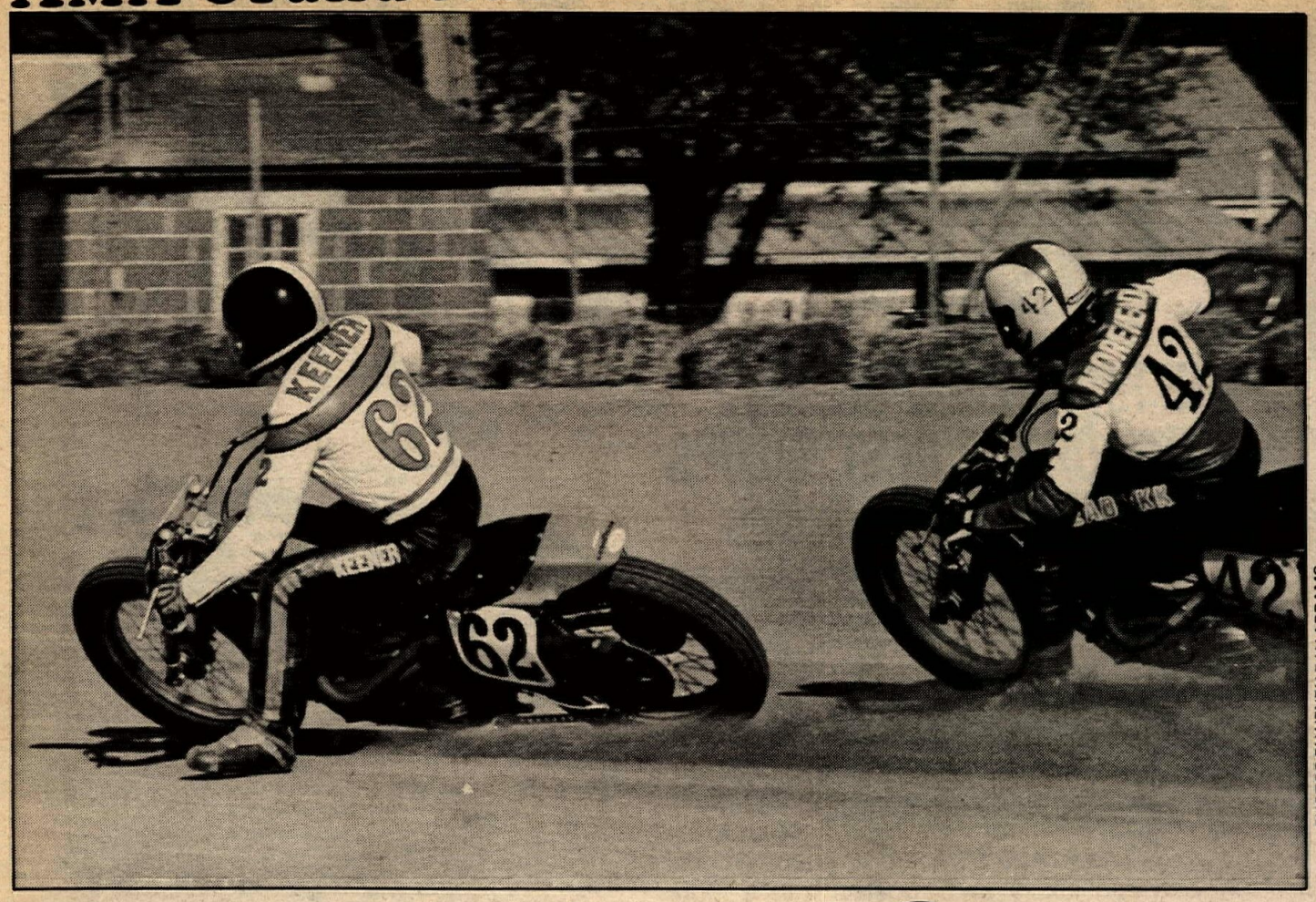
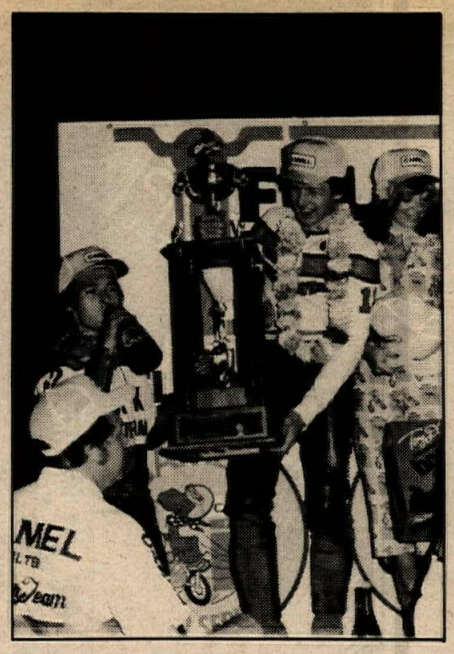


PHOTOS BY HENRY RAY ABRAMS



(Above) Ted Boody — center-stage in victory circle for the first time. (Below) Boody (12) got past Jay Springsteen. (Left) Second-place Steve Morehead (42) drafted then passed Corky Keener (62).

Boody wins race, takes points lead

HARRINGTON, DEL., JUNE 11

Harley-Davidson teamster Ted Boody, in a blistering start-to-finish ride that dropped the track record by a full eight seconds, scored his first National victory of '77 in the AMA Grand National Championship/Camel Pro Series Full House Classic half mile at the Delaware State Fairgrounds Saturday night.

The follow-the-leader affair set the cast for the winner's circle from the third lap of the 20-lap National with Harley teamster Jay Springsteen taking second followed by the KK Insurance/KK Supply/F&S Special Harley of Steve Morehead.

"Hey, I feel so good now that it's hard to explain," said an obviously very happy Boody in the post race press conference. "All I thought about during the race was beating Jay. I knew if I did that I would also take over the points lead. I did both and I can't ask for much more." Ted then added, "I don't plan on giving up the point lead without a fight."

Kenny Roberts was almost a no-show at Harrington. Roberts, in one of his rare non-National apperances, chose the short track at Granite City, Illinois as the place to give his body and short tracker some extra racing time. Unfortunately, bad luck was riding with him. A rider crashed in front of him in his heat leaving Roberts nowhere to go. He crashed, spraining the thumb, little and ring finger of his left hand. "I was going to give this National a miss to give the hand a chance to heal, but hell, I haven't ever missed a National before and I didn't want to start now." Roberts placed seventh in his heat riding with the hand literally taped to the hand grip. (Having the use of only two fingers to grip with, he wrapped his already heavily-taped hand and hand grip with tape sticky side out to give him enough grip to hang on. The idea worked, but left him unable to strip his tear-offs off. That and the fact that his chassis wasn't hooking up worked heavily on his decision to scratch from his semi.

National

Springer chose the outside (grandstand) pole position and rode the high line through turns one-two while the rest of the field followed last year's winner Corky Keener on the groove. Keener led across the line with Springer, Boody, Morehead and Hank Scott behind.

Both Boody and Springer got past Keener on lap two as Corky drifted just a hair off the groove in turn two. Corky got back past Springer in turn three, with Springer taking second back on the start-finish line. As the pair entered turn one on lap three, Springer moved from his high line down to the groove shutting the door tight on Keener. "Jay cut it a little too close," said Keener afterwards, "and it was either a case of hit him and highside or lay it down and avoid an accident. I set it down, but it scared the hell out of me knowing there were 11 riders right behind. Sure I'm mad, but it's one of those things in racing." Corky was up and in action quickly, unhurt and a half lap down on last place.

The crash by Keener determined the winner's circle visitors with Boody, Springer and Morehead set to claim the champagne.

Only Hank Scott made any significant moves through the pack coming from 10th on lap one to fourth on lap seven dropping Mike Kidd to fifth. The narrowness of the groove and the deep and bumpy cushion kept everyone on the groove from the halfway flags on with only Gary Scott ("The bike just wouldn't hook up in the corners.") moving up to eighth when Garth Brow slid off the groove. Keener slipped into 13th position three laps from the flag.

Steve Storz, Boody's tuner, began a crazy dance of happiness over his and Ted's first National victory as a team when the checkers came out. Steve hopped on the back of the bike after Ted's cool off lap and the pair screamed "Number One, the next champ," and Boody's gonna do it" while working their way to the winner's circle where Steve got a champagne shampoo.

"I almost caught Ted when he slipped off the groove early in the race, but I did the same damn thing and he got away," said Jay afterwards. "Hey, ya can't win 'em all."

"Alright you guys," commanded Steve Morehead in the winner's circle, "Columbus is my turn to win. Understand!" ●

Results

TOP 10 QUALIFIERS: 1. Dave Sehl 26.022. 2. Jay Springsteen 26.191. 3. Mike Kidd 26.295. 4. Corky Keener 26.362. 5. Steve Eklund 26.672. 6. Doug Sehl 26.648. 7. Scott Drake 26.736. 8. Billy Kennedy 26.761. 9. Phil McDonald 26.771. 10. Ted Boody 26.858.

FIRST HEAT: 1. Dave Sehl. 2. Chuck Palmgren. 3. Gary Scott. 4. Doug Sehl. 5. Bill Burbank. 6. Rex Beauchamp. 7. Ed Ingram. 8. Phil McDonald. 9. Alex Jorgensen. 10. Ray Legary.

SECOND HEAT: 1. Jay Springsteen. 2. Garth Brow. 3. Ted Boody. 4. Steve Eklund. 5. Bill Eves. 6. John Johnson. 7. Ken Roberts. 8. Greg Sassaman. 9. Steve Freeman.

THIRD HEAT: 1. Mike Kidd. 2. Scott Drake. 3. Keith Hawley. 4. Bill Schaeffer. 5. Skip Aksland. 6. Terry Brow. 7. Albert Gande. 8. Diane Cox. 9. Maurice Fraser. 10. Donald Goss.

FOURTH HEAT: 1. Steve Morehead. 2. Corky Keener. 3. Hank Scott. 4. Willie Crabbe. 5. Ricky Campbell. 6. Norm Carr. 7. Jay Ridgeway. 8. Billy Kennedy. 9. Brent Lowe. 10. Dave Singleton.

FIRST SEMIFINAL: 1. Doug Sehl. 2. Steve Eklund. 3. John Johnson. 4. Steve Freeman. 5. Ed Ingram. 6. Rex Beauchamp. 7. Donald Goss. 8. Phil McDonald. 9. Bill Burbank. 10. Greg Sassaman. 11. Ray Legary. 12. Alex Jorgensen.

SECOND SEMIFINAL: 1. Bill Schaeffer. 2. Willie Crabbe. 3. Billy Kennedy. 4. Rickey Campbell. 5. Jay Ridgeway. 6. Norm Carr. 7. Skip Aksland. 8. Dave Singleton. 9. Terry Brow. 10. Albert Grande. 11. Diane Cox. 12, Brent Lowe.

12-LAP TROPHY RACE: 1. Willie Crabbe. 2. John Johnson. 3. Steve Eklund. 4. Norm Carr. 5. Ed Ingram. 6. Jay Ridgeway. 7. Rex Beauchamp. 8. Billy Kennedy. 9. Steve Freeman. 10. Rickey Campbell.

20-LAP FINAL: 1. Ted Boody (H-D) 20 pts. 2. Jay Springsteen (H-D) 16 pt. 3. Steve Morehead (H-D) 13 pts. 4. Hank Scott (Yam) 11 pts. 5. Mike Kidd (H-D) 10 pts. 6. Doug Sehl (H-D) 9 pts. 7. Dave Sehl (H-D) 8 pts. 9. Garth Brow (H-D) 6 pts. 10. Scott Drake 5 pts. 11. Bill Schaeffer (H-D) 4 pts. 12. Chuck Palmgren (H-D) 3 pts. 13. Corky Keener (H-D) 2 pts. 14. Keith Hawley (Tri) 1 pt.

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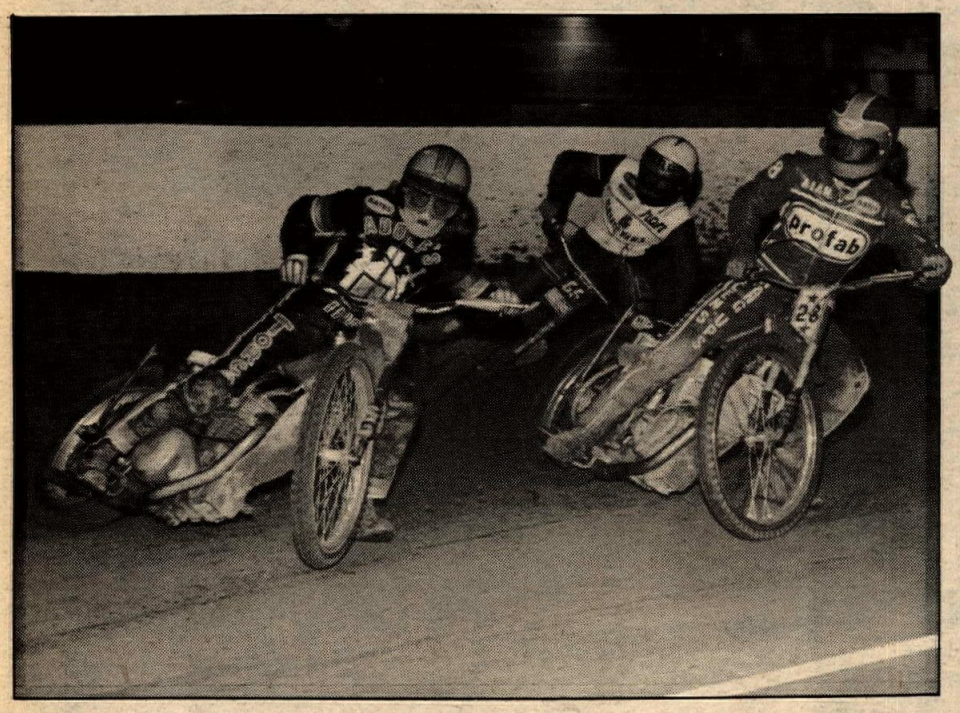
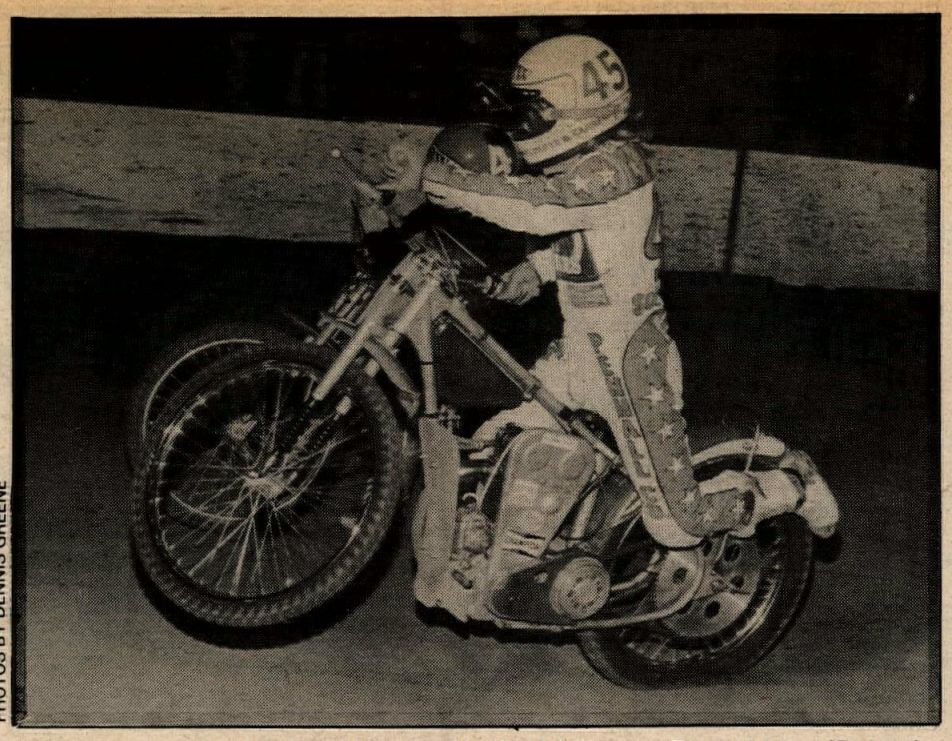


Jeff Sexton used his Maely to lead Ron Preston and Alan Christian.



PHOTOS BY DENNIS GREENE

(Above) Bruce Penhall gets it up inside David Sims at Costa Mesa. (Below) The ladies line up. Bobbi Hunter (right) won their match race.

By Dennis Greene

VENTURA, CA, JUNE 7

At the end of the '76 Speedway season, the new four-valve Jawa was introduced to the European Speedway scene, but only in recent weeks has it become available to the Americans. Mike Bast, the current U.S. National Speedway Champ, got one and this past Tuesday night at Ventura he worked his way through the heat races, the Semi, and into the Scratch Main Event on it. Bast's victory over Bruce Penhall and Scott Sivadge — who are both riding the Neal Street — was without a doubt one of the fastest events ever run on the short fairgrounds track.

Don Faulkner, on the more conventional two-valve Jawa, worked his way out of second Division over the past weeks and had a shot at Division One. Putting the short yardage marker to good use, Faulkner won the Handicap Main Event, holding off the pack of Rob Morrison, Dennis Sigalos, Mike Bast and Bruce Penhall, all on four-valve motors.

Bruce Penhall became the new King of the Hill in the Feature Match race, taking the crown from Dave Sims, who only won the title last week.

John Sandons carried off the win in the Division Two Handicap Main Event.

Results

SCRATCH MAIN EVENT: 1. Mike Bast. 2. Bruce Penhall. 3. Scott Sivadge. 4. Mark Cherry.

HANDICAP MAIN EVENT: 1. Don Faulkner. 2. Rob Morrison. 3. Dennis Sigalos. 4. Mike Bast. 5. Bruce Penhall. 6. Robin Hood.

FEATURE MATCH RACE: Bruce Penhall over Dale Sims.

DIVISION TO: John Sandona

COSTA MESA, CA, JUNE 10

Alan Christian has won the Scratch Main Event for the past three weeks at Costa Mesa and had to be the favorite going into that Main Event. Christian had already won the Handicap Main by a foot or two over Craig Schafer and he was looking forward to becoming the second rider this season to win both Main Events in the same night at Costa Mesa (Bruce Penhall won them both on opening night).

As it worked out, the Scratch Main Event was to be a battle of the four-valves, with Scott Sivadge and Bruce Penhall on the Neal Streets, Alan Christian with a Weslake conversion and Mike Bast on the new Jawa four-vlave. With a lightning start, Bast was first into turn two and never looked back until he crossed the line to take the checkered flag four laps later.

Bruce Penhall kept his King of the Hill Feature Match race crown, holding off Dave Sims on the new American Maely motor.

A special Match race with just the three young lady riders went to Bobbi Hunter.

Results

SCRATCH MAIN EVENT: 1. Mike Bast. 2. Alan Christian. 3. Bruce Penhall. 4. Scott Sivadge.

HANDICAP MAIN EVENT: 1. Alan Christian. 2. Caig Schafer. 3. Bruce Penhall. 4. Brad Oxley. 5. Joe Spisak. 6. Gene Woods.

FEATURE MATCH RACE: Dave Sims over Bruce Penhall.

By Tom Blattler

IRWINDALE, CA, JUNE 9

Montclair's Jeff Sexton scored his first main event win of the 1977 speedway season last Thursday night, as he rode the All-American-made Maely Motors four-valve machine to its first main event victory ever at Irwindale Raceway with the Scratch main event triumph.

Sexton, the former runner-up in the National Speedway Championship, was back on his old form last Thursday, as he came from behind to score his initial win of the year and the bike's first feature win after several weeks of development. Mark Cherry jumped to the lead in the first corner of the four-lap Scratch Main with Sexton, Alan Christian, and Mike Bast in hot pursuit.

Jeff moved to the outside groove and quickly reeled in Cherry, who stayed low on the race track. With Sexton in the lead, Cherry Christian, and Bast closed in to make the event up for grabs, but Jeff smoothly pulled away to record the win. Cherry held on for the second spot followed by Christian and Bast, who has suffered some engine trouble on his Schafer-prepared four-valve.

In the five-lap Handicap Main Event, high schooler Dennis Sigalos of Fullerton came from the 30-yard-line to easily hold off Christian and Bruce Penhall, both from the 50-yard marker, and notch his first Irwindale win of the 1977 campaign. Sigalos took over the top spot from early leader Don Faulkner on the first lap, and Dennis used the outside line to put his Neil Street four-valve-powered bike against the cushion for extra traction.

Christian, riding the low groove to perfection, and Penhall, also on the outside, came through the field together, but neither was able to close in on the young Sigalos. Rounding out the Handicap Main Event lineup were Bast, Faulkner, and Gene Woods. ●

Results

SCRATCH MAIN EVENT: 1. Jeff Sexton. 2. Mark Cherry. 3. Alan Christian. 4. Mike Bast.

HANDICAP MAIN EVENT: 1. Dennis Sigalos. 2. Alan Christian. 3. Bruce Penhall. 4. Mike Bast. 5. Don Faulkner. 6. Gene Woods.

MATCH RACE: Mike Bast over Alan Christian.

SECOND DIVISION MAIN EVENT: Kelly Moran.

THIRD DIVISION MAIN EVENT: 1. Bill Dunlap.

By Dennis Greene

VENTURA, CA, MAY 31

It took four weeks to produce a new winner in the Scratch Main event at Ventura. Until this night, Jim Fishback had won them all, but had to settle for fourth place this week when 17-year-old Dennis Sigalos outrode four-time U.S. Speedway Champ Mike Bast and the hottest rider this year, Bruce Penhall.

A low ground fog kept the overall pace down for the night, mainly because the full coverage helmets were steaming up.

Bob McLain continues to lead the Division Two riders in points and his win again this week earned him a ride in First Division at Irwindale.

Handicap honors for Division One riders went to Craig Schafer, a member of last year's L.A. Sprockets. Craig had the advantage of the short yardage marker, but did a first-class job of holding off the charge of Ron Preston.

Results

SCRATCH MAIN EVENT: 1. Dennis Sigalos. 2. Bruce Penhall. 3. Mike Bast. 4. Jim Fishback.

HANDICAP MAIN EVENT: 1. Craig Schafer. 2. Ron Preston. 3. Mike Bast. 4. Brad Oxley. 5. Dave Sims. 6. Mark Cherry.

FEATURE MATCH RACE DIV. 2: Bob McLain.

SAN BERNARDINO, CA, JUNE 1

Second division rider Kelly Moran won the Second Division Main and is rapidly becoming the most popular second division rider on the circuit. The Inland Motorcycle track officials had a extra trophy girl on hand, so both girls were sent out to 'award' Moran. Flanders insisted that Moran decide which girl he would start on, but he maintained he could handle both at once. Shades of Penhall.

With Mike Bast Bast, Gene Woods, Jim Fishback, Dennis Sigalos, Bruce Penhall, and Dave Sims, there were no riders starting from the 0, 10, or 20 yard lines, but three from the 50 in the Handicap Main. And Penhall made the race as exciting as the line-up by coming to the lead from far back on the last lap. Mike Bast won the Scratch Main over Penhall, Sigalos, and Fishback.

Of interest was that two of the riders that had formerly been on the SRA striker's list, Scott Sivadge and Jeff Sexton were listed on this week's program, Sivadge as a reserve. There was talk in the pits that Dubb Ferrell was also asking to ride again.

By Tom Blattler

IRWINDALE, CA, JUNE 2

Four-time National Speedway Champion Mike Bast, after suffering several frustrating weeks, scored his first double of the 1977 campaign, capturing both the scratch and handicap features at Irwindale Raceway.

Bast, back aboard his Weslake four-valve machine, had to come from behind in both main events. In the four-lap Scratch Main, Bast was almost last into the first corner at the start, as Gene Woods and Bruce Penhall led the four-rider field down the back straightaway with Alan Christian and Bast following. Bast

then moved past Christian and Woods while Penhall looked very strong in the lead position. After the halfway mark, Penhall popped a wheelie coming out of the second turn and Bast slipped underneath the 20-year-old Balboa star to take the lead.

In the five-lap Handicap Main, Bast came from the 50-yard-line, and he had to fight it out with young Bob McLain, a second division rider who was making his first start in the top division. At the start, McLain took the lead with Craig Schaefer, Mark Cherry, and Bast battling for the second position along with Penhall and Christian. Penhall made a brief challenge on the outside, but later lost traction. McLain continued his smooth riding throughout the fourth lap, while Bast applied the pressure to the young rider. Finally, the National Champion swooped to the outside and took the lead from McLain and went on to win the main event. McLain took a fine second place followed by Schaefer, Cherry, Penhall, and Christian.

In the two-lap "King of the Hill" match race, Bast ended Penhall's three-week winning streak after Bast broke in the initial start and Penhall gave him another shot.

Nelson Fonte returned to the Irwindale dirt oval for the first time in almost two years, and he scored the victory in the Second Division Main with John Sandona taking the Third Division Main event.

Results

SCRATCH MAIN EVENT: 1. Mike Bast. 2. Bruce Penhall. 3. Gene Woods. 4. Alan Christian.

HANDICAP MAIN EVENT: 1. Mike Bast. 2. Bob McLain. 3. Craig Schafer. 4. Mark Cherry. 5. Bruce Penhall. 6. Alan Christian.

FEATURE MATCH RACE: Mike Bast over Bruce Penhall.

DIVISION 2: John Sandona

COSTA MESA, CA, JUNE 3

History was made at the Orange County Fairgrounds in Costa Mesa last Friday night as the speedway motorcycle racing season begins to speed up action.

Pretty Bobbi Hunter, a 16-year-old high school girl from Fontana, won her heat race, a first for the three young women competing in the weekly program. The tall, blonde beauty picked up a $150 bonus offered by Select Vans and Garden Grove Datsun for the first girl taking the checkered flag. Hunter took the lead from the start of event eight and was far out in front of Dave Bradley when it was all over.

The track was tricky for Friday's program and promoter Harry Oxley will have his ground crew work out the problems in the first two turns; a situation that tossed many of the best riders to the dirt. Included were Mike Bast, the National Champion, and Bruce Penhall.

A "Student Appreciation Night" crowd of 7,268 was present to see Alan Christian annex his third straight Scratch Main Event win at Costa Mesa. The likeable Christian, now living in Huntington Beach, CA, will be on hand next Friday night for an attempt to make it four in a row.

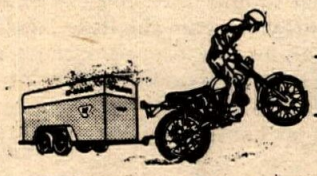
Steve Columbo won his second Handicap Main of the year in a race that included Penhall, Christian and Muntean. Kurt Strommer won the Second Division Main in a photo-finish over Kelly Moran, while Third Division honors went to Walt Foster as Bobbi Hunter had to be content with sixth place as she would be squeezed against the crash wall every time she made a bid. ●

Results

SCRATCH MAIN EVENT: 1. Alan Christian. 2. Mark Cherry. 3. Ron PRESTON. 4. Scott Sivadge.

HANDICAP MAIN EVENT: 1. Steve Columbo. 2. Mike Muntean. 3. Bruce Penhall. 4. Dennis Sigalos. 5. Brad Oxley. 6. Alan Christian.

FEATURE MATCH RACE: Dave Sims over Ron Preston.



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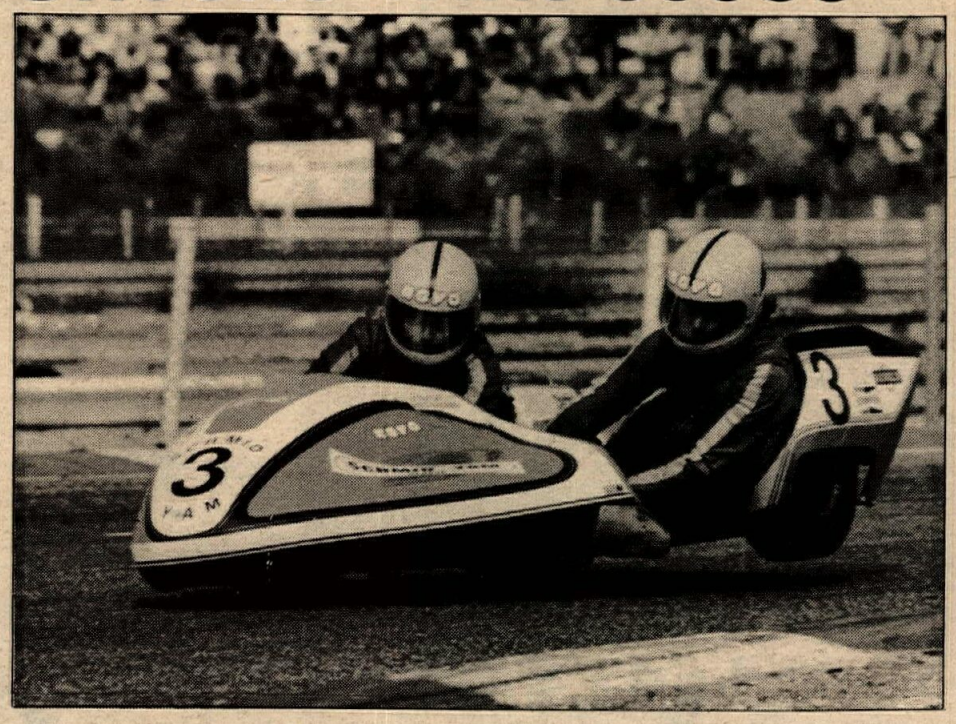
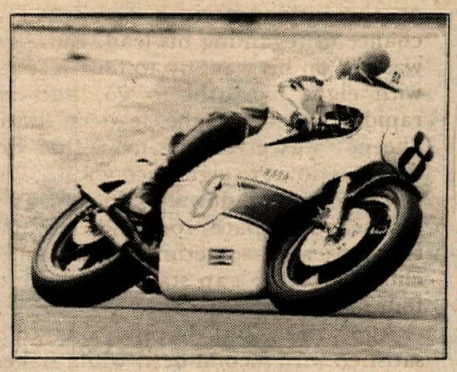
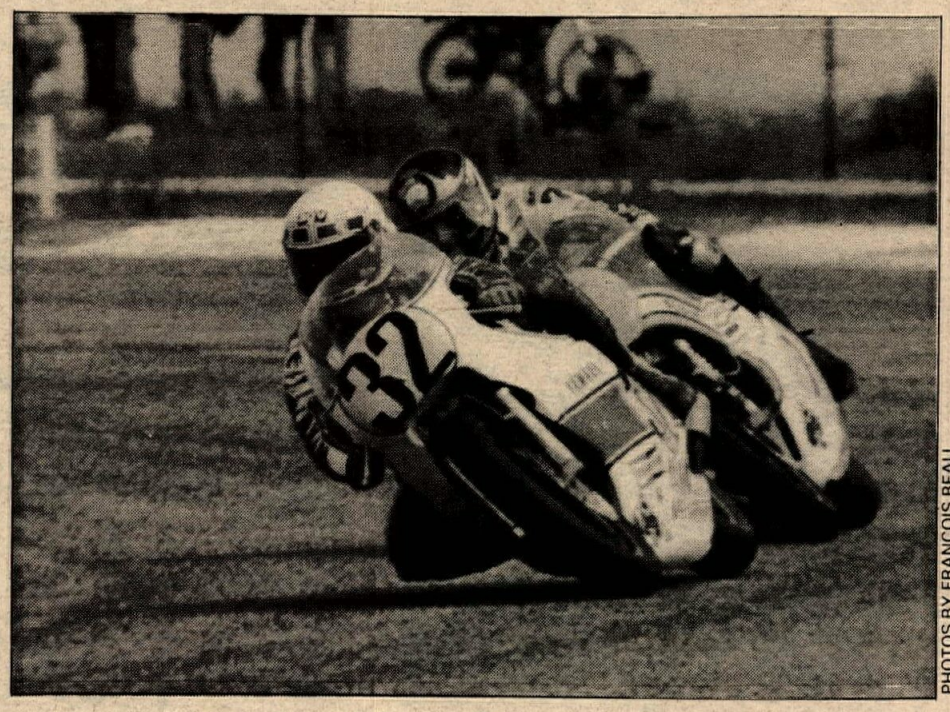
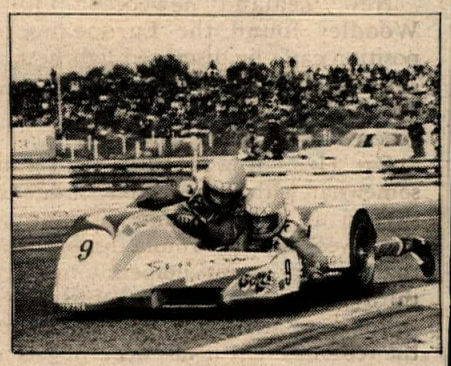
French World Championship Road Race

Baker's gas cap opens, Sheene wins 500cc









PHOTOS BY FRANCOIS BEAU

(Clockwise, from left) Baker leads Sheene — before a loose gas cap sprayed Baker. The Rolf Biland sidecar was the quickest, but didn't finish. Agostini finished second in the 500cc race, ahead of Baker. Takazumi Katayama won the 350cc race on a three-cylinder Yamaha. The Michel/Lecore team won the sidecar race.

By Chris Carter

LE CASTELLET, FRANCE, MAY 29

Another win for Barry Sheene, another giant step towards his retention of the 500cc world title; that's the story of the French Grand Prix. 100,000 enthusiasts went home from the Paul Ricard circuit asking whether there is anyone who can stop Sheene and Suzuki this season.

American Steve Baker, fastest in practice on the works Yamaha, was ahead of Sheene for half of the race until his petrol tank cap sprung open, throwing fuel on his visor. While he struggled to clear it, Sheene rocketed past to take command.

Baker was never back in the hunt but even so Barry's victory wasn't easy, for veteran Italian Giacomo Agostini on a four-cylinder Yamaha came through from last away to chase the British boy over the line.

But the result was never in doubt despite Ago's record-breaking efforts. Baker was third, and he's now 20 points behind Sheene in the championship chase with six more rounds to go.

Sheene's super ride overshadowed another excellent performance from Steve Parrish on the other Texaco Heron Suzuki. He was sixth home among top class opposition.

Britain's other chances of victory at this five-race Grand Prix were dashed in the 250cc event when Barry Ditchburn on the factory Kawasaki tumbled for the second week in succession when lying second behind his Japanese teammate Kiyohara. Barry wasn't hurt, but shortly after Kawasaki had another blow when Kiyohara's engine stopped with a broken crankshaft.

That should have given Mick Grant a debut victory on the little Kawasaki. He had been closing on the leading pair at more than a second a lap until the leaders stopped, but with the race in his pocket the Yorkshireman's chain snapped.

South African Jon Ekerold went on to win his first Grand Prix with fellow countryman Alan North second and Australian Vic Soussan third. Tom Herron was seventh home and holds third in the world championship table.

Ekerold was second to Takazumi Katayama in the 350cc event while North's engine seized when chasing the Japanese ace.

George O'Dell, back on his rebuilt ex-Rold Biland outfit, was second home in the sidecar race to Frenchman Alain Michel but because Biland, quickest in practice, didn't finish the race. The British star now leads the world championship by four points.

There was no doubting which race the crowd had come to see, though. By mid-afternoon the trackside was packed and even the start grid for the 500cc event was a sea of pushing and shoving journalists, photographers, mechanics, officials and hangers on.

When reluctantly they moved away, it was to reveal a front row made up of Baker, Sheene, and French hope Michel Rougerie. It was Sheene who made the best getaway with Baker not much later to fire up. Giacomo Agostini was the last to push his machine into life.

At the end of the opening lap, Italian student Virginio Ferrari was ahead of Baker and Sheene with the pack streaming out behind them. Ago had scooped up 10 riders already.

Ago had taken four more next time around and it was obvious that he would be a serious threat to the leaders if he maintained this pace. After five laps he was up to 10th place while Baker and Sheene nipped ahead of Ferrari the next time round.

Could Baker win this one? It looked like it. His Yamaha was quicker than the Suzuki as Sheene confirmed after the race, and Barry had other problems to contend with. A blocked sinus forced him to try all manner of remedies on Saturday night, so much so that he'd lost his appetite and

couldn't eat a thing all day before the race.

When Baker's petrol cap sprung open, liberally sprinkling the American, and Sheene close behind, it didn't help Barry's digestive worries. Baker eased up to wipe his oily visor, Sheene swept through, and from then on the little American never had a chance of regaining his lead. But Ago was still on his way, up to fourth spot, with eight laps still to go, and he rapidly closed on the leaders, until Sheene was given the news that his lead was down to eight seconds.

When it was down to four, Barry quickened his pace, too, and the final two laps were something of an anti-climax, for the gap stayed at around four seconds.

Ago, tired but happy, was well satisfied with second best, while Baker in third spot was justifiably angry that someone had broken the wire seal on his petrol cap to check if he had enough fuel. This misfortune almost certainly cost him the race, or at least robbed the crowd of a grandstand finish.

It wasn't just the leaders who provided all the action though. Franco Bonera, on the Gallina Suzuki, moved through the pack to snatch fourth place in the closing stages in fine style with Philippe Coulon not so far behind and Steve Parrish looking smooth and relaxed in sixth place.

New Zealand newcomer John Woodley found the European opposition can't be dismissed lightly, but a debut GP placing of 14th just behind Warren Willing can't be sneered at. sneered at.

Pat Hennen was 10th, suffering somewhat with a knee that suddenly swelled up to three times its normal size a week after his Imola tumble, and that solitary point helped him keep third place in the championship table.

For once the 125cc race was not the tedious event it has been in recent Grands Prix. Maybe Pier Paolo Bianchi decided that we was winning few friends with his annihilation of the opposition on his superfast factory Morbidelli, so this time he diced with fellow Italian Eugenio Lazzarini on the privately-entered Morbidelli until the 10th lap, when the pair began to catch the tail enders.

Lazzarini in fact had been ahead of his rival for three laps just before this but once Bianchi decided to go there was nothing his rival could do about it, and at the flag he was 18 seconds clear.

Austrian Harald Bartol had a fight on his hands with French hero Jean Louis Guignabodet but then the local boy's machine slowed after the clutch began to fail, Bartol pulled away and in the closing stages slow-starting West German Gert Bender came through to snatch fourth spot.

Former world champion Angel Nieto did not even start. Mechanical troubles in practice dropped him to 49th place on the practice leader board and only 36 made the grid. •

Results

125cc: 1. Pier Paolo Bianchi (Mor); 2. Eugenio Lazzarini (Mor); 3. Harald Bartol (Mor); 4. Gert Bender (Ben); 5. Jean-Louis Guignabodet (Mor); 6. Giovanni Zigiotto (Mor); 7. Z. Pazzaglia (Mor); 8. Julien Van-zeebroeck (Mor); 9. Maurizio Massimiani (Mor); 10. P.L. Conforti (Mor).

250cc: 1. Jon Ekerold (Yam); 2. Alan North (Yam); 3. Victor Soussan (Yam); 4. Mario Lega (Mor); 5. Guy Bertin (Yam); 6. Bruno Kneubuhler (Yam); 7. Tom Herron (Yam); 8. Takazumi Katayama (Yam); 9. Eero Hyvarinen (Yam); 10. John Dodds (Yam).

350cc: 1. Takazumi Katayama (Yam); 2. Jon Ekerold (Yam); 3. Bruno Kneubuhler (Yam); 4. Victor Soussan (Yam); 5. Eero Hyvarinen (Yam); 6. J. Dodds (Yam); 7. Tom Herron (Yam); 8. Oliver Chevallier (Yam); 9. Pekka Nurmi (Yam); 10. John Newbold (Yam).

500cc: 1. Barry Sheene (Suz); 2. Giacomo Agostini (Yam); 3. Steve Baker (Yam); 4. G. Bonera (Suz); 5. Philippe Coulon (Suz); 6. Steve Parrish (Suz); 7. Teuvo Lansivuori (Suz); 8. Virginio Ferrari (Suz); 9. Armando Toracca (Suz); 10. Pat Hennen (Suz).

Sidecars: 1. A. Michel-G.Lecore (Gep); 2. G. O'Dell-Arthur Konny (Yam); 3. H. Schilling-R. Gundel (Yam); 4. H. Schmid-M. Jean-Petit-Matile (Yam); 5. G. Brodin-B. Forsberg (Yam); 6. S. Schauzu-W. Kalauch (Yam); 7. Elf Motos R.T./JF. Monnin-E. Weber (Yam); 8. Y. Trolliet-P. Muller (Yam); 9. D. Greasley-M. Skeels ; 10. Venus-Bittermann (Kon).

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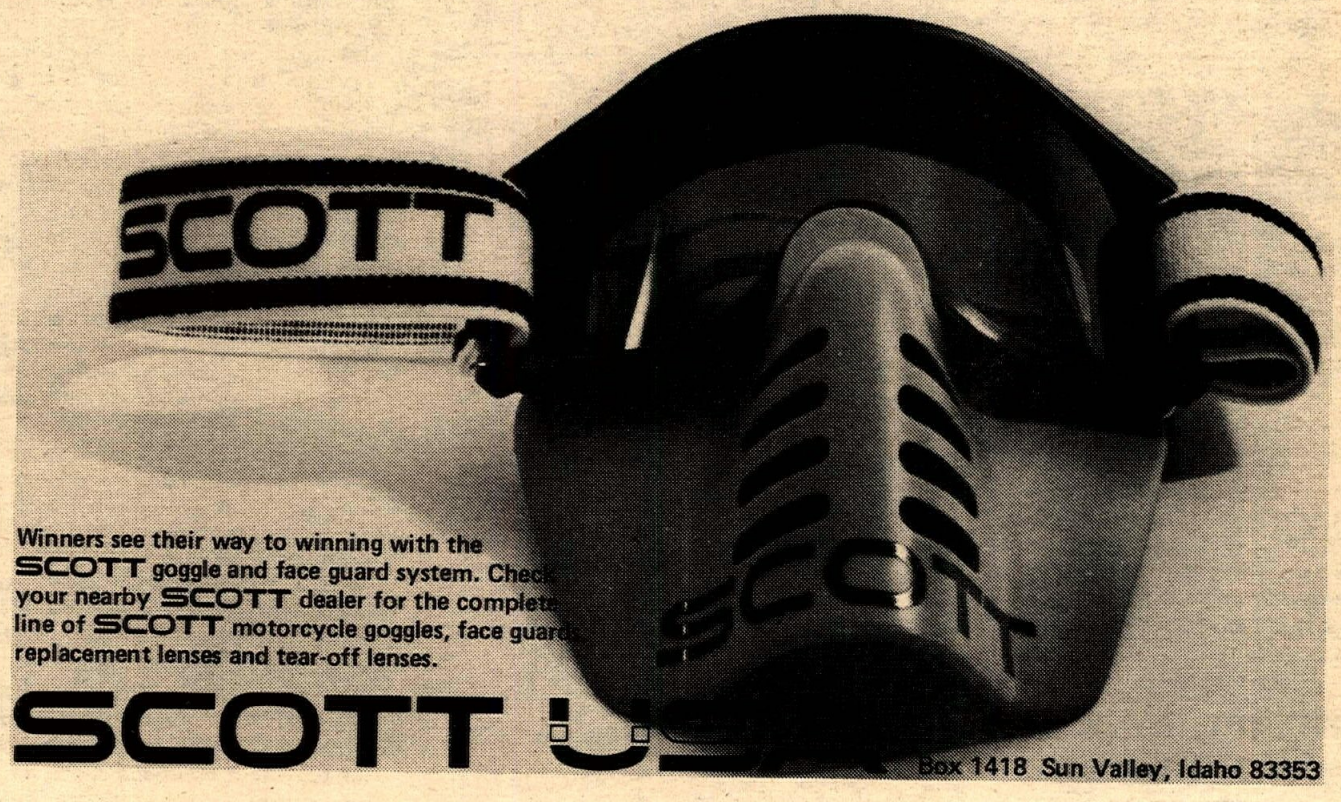

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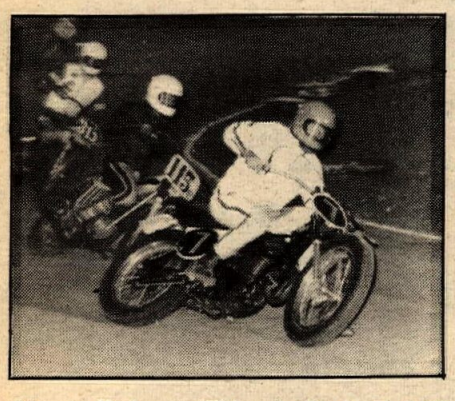
PHOTO BY JERRY G. WELTON

Brad Henson rushed through the bushes and did something no DRA rider has done in three years — won overall on a 175.



Monte Roberts (7) leads Craig Roloff (115) and Mark Little in 250 Pro action at South Bay Park Speedway's opening night. The trio had to take a back seat to Richie Volk and Eddie Lawson, who dominated the opener.

Lawson, Volk highlight South Bay ST opener

By Rod Eschenburg

CHULA VISTA, CA, JUNE 4

Over 70 riders — almost equally divided between the four sportsman and the three pro classes — combined to make South Bay Park's opening short track motorcycle program a success.

In the pro classes, Richie Volk and Eddie Lawson thrilled the large crowd with tight racing in their heats and main events, with Volk coming out on top in the 250 Main event and Lawson getting the win in the 500 three-heat series. Keeping them honest were Earl Roloff, Jr., third in the 500s, and Travis Petton, Jr., third in the 250s.

The speedway bike riders turned up with five machines, led by Steve Nutter and Larry Kosta. They put on a solid three-heat performance with Kosta coming out on top after Nutter slid out in the final heat.

The sportsman classes all produced good racing with diminutive Curtis Cannon combining a second, third and first to edge San Diego's Scott Meyer in the mini class.

The 125s and 250s produced large fields of riders equally divided between motocrossers and TT-flat track racers with Chris Cannon zapping the field in the 125 Main and Billy Hicks doing the job on the 250s.

In 500 action, San Diego's Geoff Dawson put two wins and a second together for the overall. ●

Henson wins DRA Snake Chase on 175 Yamaha

By Jerry G. Welton

RED MOUNTAIN, CA, JUNE 5

"Bad" Brad Henson (175 Yam) overcame heat, attrition and larger displacement motorcycles to take the overall win at the Desert Racing Assn. (DRA) Snake Chase at Red Mountain.

Al Meek (400 KTM) led first wave of racers to the smoke bomb with Heath Hibbard (400 Yam) and novice Rodney Roderick (250 Yam) following closely on almost parallel lines. Shortly after the bomb Meek's ride ended with a piston seizure and Hibbard jumped quickly into the lead.

Bob Balentine (400 KTM) had problems getting his bike started and was the last bike off the line.

Henson was running well at the bomb and progressively worked his way up to second overall, but only after battling with Monte Lee (250 Yam) and Hibbard.

Coming down the final downhill grade at the completion of the first loop it was clearly Balentine with approximately one and a half minutes over Henson who in turn was only a short distance ahead of Hibbard.

After fighting a little dust at the start, Lee managed to maintain a good running position at the completion of the first loop with Roderick, Lonnie Peterson (400 Yam) and Tim Plant (175 Can-Am) following with only a short space in between each of them.

When Hibbard came in to pit he took an unusually long stop which allowed Lee to slip past him.

Peterson retired at this point due to a flat rear tire and Plant pulled in briefly for a shot of water and then continued on his way.

Balentine, on his way out for the second and final loop, lost third gear at roughly the bomb. Not wishing to throw in the towel he continued hoping he could get by without it. About three quarters of the way around the last loop Balentine found himself missing more than just one gear and was forced to retire for the day with a sick transmission. This moved Henson and his lightweight IT Yamaha into the lead. Henson rode fast but cautiously from this point on because he was tired and had already gotten off twice.

Tim Plant, while running sixth overall, unloaded hard on the second loop. Plant's get off, coupled with the heat, forced him to spectate for the remainder of the race.

At the finish it was "Bad" Brad Henson with approximately three minutes or so over the second-place rider Monte Lee. DRA has not had overall win by a lightweight since 1974, when Bill Friant did it, and Henson is now the only holder of a black bar in the 0-200 class.

The third rider in was Heath Hibbard, who came across with no problems except the heat.

Novice Roderick purchased Monte Lee's old 250 Yamaha a short time back and in doing so must have bought some of Monte's talent. Roderick ran strong from the bomb to the finish ending up fourth overall for the day.

An amateur was in next at fifth overall. It was Tom Mattox, who in the past year had some incredible luck, all bad. Mattox put it all together today beating the next bike, another amateur, John Foster (175 Yam). Foster got a front flat on the way to the bomb but was able to keep it going for the Lightweight Amateur win and sixth overall.

Doug Beisner (250 Suz) was in next looking very pleased with the day's ride. Beisner finished slightly ahead of the hard-chasing Mike Mulconery (400 KTM), who himself did an excellent job of working his way up from back in the pack.

Amateur Bob Coteman (400 Yam) managed to keep novice Rick Anderton (250 Yam) behind him to take ninth overall with Anderton rounding out the top 10.

Grant Colbert (Yam) has had some problems with out-growing his bikes. He seems to have found the right bike to suit him and wasted no time working his way up from 23rd to 11th overall, third 250 Novice.

Ramon Lowe (400 Yam) was running well on the first lap but dropped back and in doing so lost Senior division lead and the win to the ever-consistent Gus Paull (400 Yam).

Pat McEvoy (400 Yam) was looking good for the length of the race, manuevering around rocks and things to beat John Richardson (400 KTM) for the Open Junior/Senior Expert win.

In the beginner race, most people would have expected an open bike to win, but Chuck Shaw (125 Can-Am) showed them the way home, leading the first lap and at the checkered flag ahead of Jack Fuller (250 Yam) and Mark Cates on his lightweight Suzuki.

Results in Results Section.

PHOTOS BY LEE TAYLOR

500 Intermediates Dave Rogers (21), Steve Rotondo (T17) and John Jackson go through a sweeping turn at AME's Sprocket's night opener.

Denton, Vidic kick off Sprockets night AME MX

By Lee Taylor

BAKERSFIELD, CA, JUNE 4

A super group of racers and spectators turned out to welcome night MX at Sprockets Park. American Motocross Enterprises (AME) offered a $1,000 purse for the Pros and 40% brass for the Sportsmen. In addition, N. Chester Cycle Parts donated new tires and other goodies to the winners of the 125 Pro and 250 Intermediate classes.

There were problems with the lights, due to local electrical contractor walking out at the last moment. AME President Jerry Shore got out the Yellow Pages and went down the list until he found an electrical contractor to straighten out the situation. A man by the name of Mr. Holmes came immediately and insisted on staying all through the races to be sure all was in proper working condition.

AME had $50 in special cash awards, $25 of which went to the winner of the Backwards Pro Race, Gary Denton and the remaining $25 to Sherman Schneller in a drawing. Denton also won the 125 Pro race. The Backwards Pro Race was hilarious!

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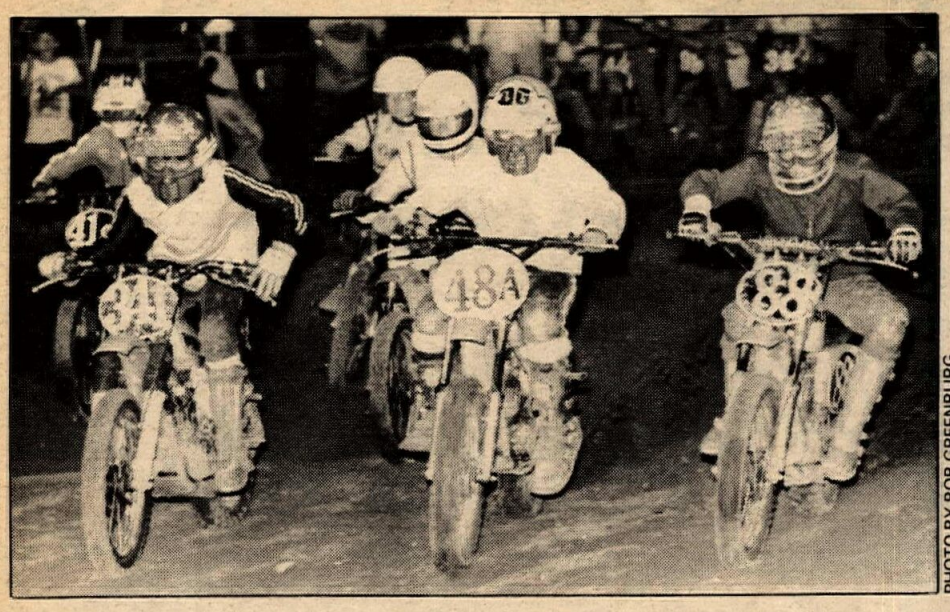

PHOTO BY BOB GREENBURG

PHOTO BY DANNY RAYMOND

(Above) Nick Romero (341), Duane Headworth and Ty Maddux ran strong but lost to David Seekins in 83cc Juniors at AME's Youth Division. (Below) Ooops!

Warren Reid cuts inside Jonas Gaaf on his way to a clean sweep victory in SSM's 125 Pro class.

After a staggered start and complaining that they would all be killed, Denton jumped into the lead and took over the race. Starting into the three lap race, Denton was leading with Gregg Toyama in second and Greg Youngblood in third. McCoy, running fourth, was unhappy and did everything in his power to improve his position. He was airborne most of the race, passing people in midair, charging into the berms, backwards yet and once past Toyama with Youngblood ahead of him, went sailing around a turn, practically landing on Youngblood. Try as he might there was no catching Denton, who streaked (no pun intended) across the finish line to the additional reward.

Jeff Vidic took home the lion's share of the purse for the 250 Pros. The real battle took place between Dave Haugh and Hal Strauss (Mon-G.P. Spec.) While Vidic was out in front with a big lead, Haugh started closing in on Greg Youngblood (C-A) in second. Haugh was right on his tail and had Hal Strauss pushing him.

In the second moto, Vidic again grabbed the lead, with Strauss in second and Haugh in third. Strauss was pushed back to fifth by Haugh and Youngblood in second and third respectively, then started moving up and fast, trying to get by Osborn in front of him. Osborn went down in a bad crash through a turn and Strauss, now in third went after Haugh but ran out of time by the checkered flag. First overall went to Vidic, second to Haugh and third to Youngblood. ●

Results in Results Section.

Seekins sweeps AME Youth division MX

By Judy Greenberg

VALENCIA, CA, JUNE 3

David Seekins made a clean sweep in the 83cc, 9-11 year-old Juniors Friday night at the Dunes. In the first moto, Duane Headworth tore out in front, with Ty Maddux breathing down his neck. Maddux tried several times to pass Headworth to no avail. Tony Nagy was keeping the third spot from Richard Mallott, as Seekins came roaring through the pack, passing Mallott and Nagy, falling into the third position. Seekins then closed in on Maddux, getting by to go after Headworth. Pulling up to his side in the tower turn, the two riders rode as one down the straight. Seekins took the lead as they passed the tower, and stretched it out for the flag. Maddux kept the pressure on Headworth right to the end.

In moto two, Seekins and Headworth were in a heel to heel battle from the minute they left the gate. As they headed for the turn before the esses, Seekins grabbed the lead. From that time on, it was Seekins all the way, building a safe lead for the win. Headworth held second throughout the moto, while Louis Nagy fought with Nick Romero for third. Romero took an inside shot to his advantage, putting Nagy behind him.

Louis Franco was the early front-runner in the first moto of the 83cc, 12 and over Juniors. Mike Foulk and Eddie Green had a battle for second from the very beginning. Green shot by Foulk and pulled up to Franco. However, in trying to pass, Green went down. In the next lap, Foulk and Franco both crashed in different parts of the track. Mike Bess suddenly found himself out in front. Foulk and Franco were back in the race. Green had trouble getting his bike going, but managed to fall into fourth. Franco finished second behind Bess.

The second time out, Franco wheelied out of the gate, costing him some precious seconds. Green soared through the pack to take the lead, riding it through for the win, as Bess held second. Franco worked his way by each rider to finish third. ●

Results in Results Section.

AME night MX: Sturgeon makes winning Pro debut

By Lee Taylor

VALENCIA, CA, JUNE 3

Kirk Sturgeon (Suz-Suz. of Pomona) made his entrance into the 125 Pros a sweeping victory. In his first moto, he grabbed the lead from the start. He had Bob Ramsey right behind him and Jerry Shore, now riding for Cole Bros. holding down third. Sturgeon had a beautiful lead and Shore was closing in on Ramsey as the first moto came to a close.

The second time out, Sturgeon again jumped into the lead and had Ramsey breathing down his jersey. A battle for third was taking place between Shore and Pinckard. Andy Jannings (Yam-Bill Krause) started to close in fast on Dean Taylor in fourth, getting by on the inside. Then Jannings started out after Shore, closing quickly. Shore, knowing he was there, was putting all the pressure he could on Ramsey. Ramsey was pulling Shore along the fence line leading to the drop-off, but Shore was closing in the sweeper. As the white flag went out Sturgeon headed into his victory lap. Coming down to the wire Ramsey and Shore were still chasing. The checkered waved Sturgeon home to top money, second overall went to Ramsey and third to Shore. ●

Results in Results Section.

Reid, Warren and Bell win at SSM MX

By Danny Raymond

ORANGE, CA, MAY 28

Factory Honda's Warren Reid sped to a clean sweep during SSM's Pro division. Reid's overall win came after two straight moto wins over FMF's Cliff Lett and R&D's Brain Myerscough (Suz) each of whom failed to finish one moto. D&G's Brett Meyer then went on to pick up second overall with a 4-3 score over teammate Mike "Little" Tripes.

Meanwhile during first moto of the Open Pro division there was no stopping Yamaha Support team rider Robert Marino, who took the first moto victory wire-to-wire, over Montesa's T.J. Warren and Moto Meister's Dale Anderson.

Marino and Anderson opened up the second moto with Marino taking a small lead until the halfway point when he was forced to the sidelines with bike problems. Warren and Goat Breker put the move on Anderson through the checkers giving Warren the moto win and the overall. Breker's poor first moto finish gave second overall to Wheelsmith's Scott Miller while third went to Suzuki-mounted Greg Blackwell.

During the 250 Pro action, Bassett's Jim Gibson (Yam) took the first lap lead while Doug Boyd, DG's Mike Bell, and Cole Brothers' Clark Jones moved into a close chase for the lead. Bell quickly picked off Boyd and set out after long-gone Gibson. Soon after Bell glued himself to the Bassett Yamaha until his chance came and shoved Gibson through a tight turn. Bell went on to breeze the moto win while Gibson, Tim Lunde (Yam) and Jones followed through the finish.

Again Gibson pulled the holeshot and worked into a large early moto lead. Bell picked off Tom Cross and set out after Gibson. Clark Jones and Tim Lunde were dicing for fourth until Jones bailed off. Lunde took third after a quick pass on Cross. Meanwhile Bell was steadily pulling up on Gibson until a tight part of the course where a lapped rider blocked Gibson's line, leaving Bell open for the pass and the moto win. Gibson followed in second, Lunde took third and Tom Cross fourth. ●

Results in Results Section.

Rainey runs away with Corona half-mile

By Elaine Jones

CORONA, CA, JUN. 1

The half mile Money race saw Wayne Rainey explode off the line with Mike Minnig and

Danny Perkins in hot pursuit. Minnig was taking sharp dives off of turn four in an effort to get a wheel under Rainey. He seemed to pick up ground but would lose it in the drag race down the front side. On lap five Perkins put a move on Minnig coming out of turn two which gave him second and now it was Minnig's turn to play catch up. Rainey, meanwhile was starting to pull away, turning high 23 second lap times in the process. As the checkered flag came out it was still Rainey with Perkins hanging on to second and Minnig third.

Minnig didn't have much to brood about as he had the fast time of the evening — 23.66 seconds and the 250 Amateur/Expert win. Minnig came off the line hard and rode a more radical line than the rest of the field. Perkins was after Minnig, closing with every lap but not quite able to put the move on. As the checkered came out Perkins let it all hang out as they went for the line and he was only the width of a tire behind Minnig as they crossed it. Terry Singleton held off Jim Lundgren for third.

Dylan Neihart showed Steve Fortune the way home in the Open Amateur/Expert half mile. Fortune got the jump off the line but he only held it one lap before Neihart took over for the duration. David Skirvin had the third place slot for two laps before Pat Dobbins put the move on him.

Dobbins was another one who didn't feel too bad when he took the Open TT. He had the race from start to finish, topping Dylan Neihart who was plagued with problems.

The 250 Amateur/Expert half mile had Neihart off on top with Gary Jones taking some time off from motocross to play, in second. Three laps into the race Neihart's bike went sour and the lead went to Jones with teammate Ronnie Ray in second. Neihart pulled back onto the track with the problem corrected but was down one lap and had to settle for third behind Jones and Ray.

Pete "Speedy" Hames, whose bike got sick in the semis, came back in the mains with a machine that was extremely healthly to run away in both 125 Amateur/Expert events and claim the only double win of the evening. Bobby Garabedian who had tried to run TT during the half mile semi had his act together to take second in the TT with Chris Cannon taking over the third spot when David Hulberts bike went out on the fifth lap which gave him the show. The half mile again saw the two, three places up for grabs as Hubert hael second for two laps before Cannon got by when Hulbert again ran into trouble. Mike Redding had the third spot until the sixth lap when Garabedian put the move on him. As they took the checkered it was Hames, Cannon and Garabedian.

Rick Blankenship and Kirk Johnson shared the honors in the 250 Novice class but it was not without some dueling. Blankenship had the lead from wire to wire in the half mile when Johnson got stuck in traffic and had problems getting around John Perez. When he did, Blankenship was too far away to catch and he had to be happy with second ahead of Bob Callaway. It was almost the same story in reverse on the TT. Johnson got the holeshot with Callaway in second and Blankenship third. Blankenship picked off Callaway on the second lap but was never able to get Johnson and they finished in that order. ●

Results in Results Section.

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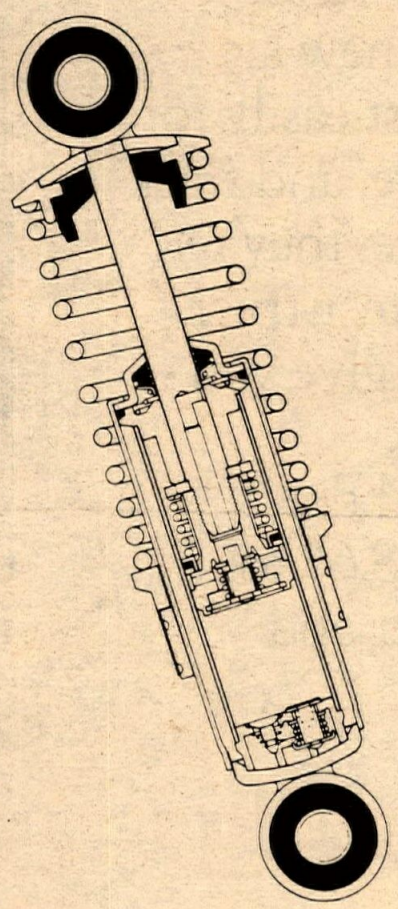

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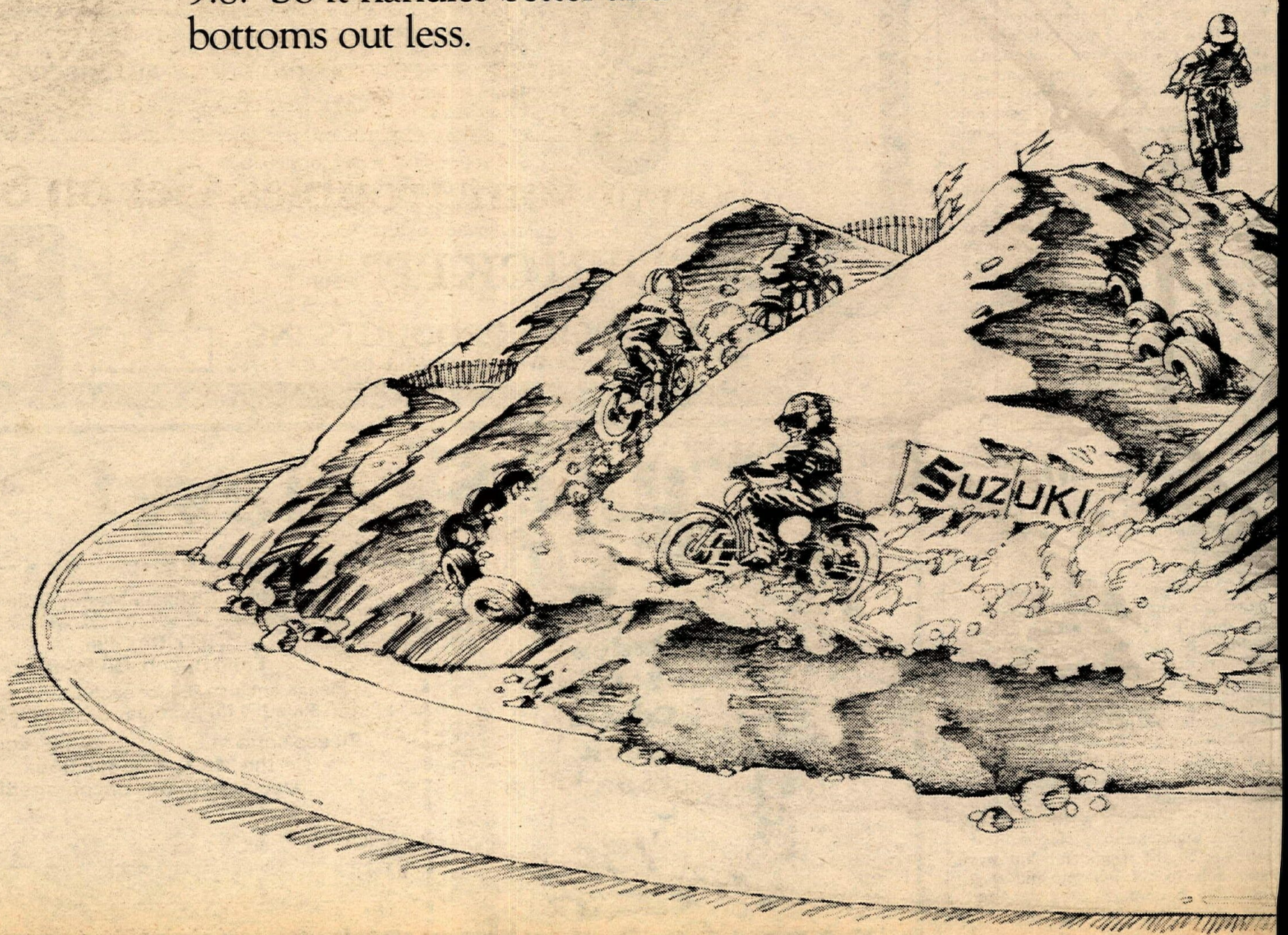

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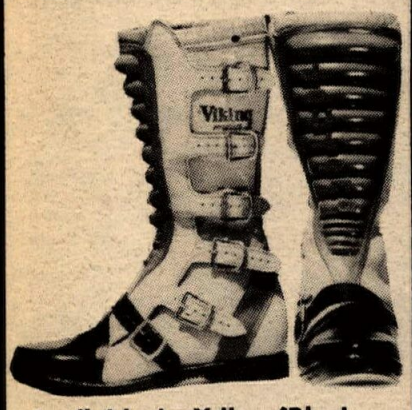
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(Above) Roosting out of a corner, this AMC racer sets his sights on the guy in front. (Below) Mark White (77) topped the 500 Pros at CMC Carlsbad.

Moorewood shocks 125s at AMC Saddleback

By Lazlo Luppoute

ORANGE, CA, JUNE 12

JW Racing-sponsored Lance Moorewood took a Yamaha 125 to his first ever 125 Pro Saddleback win. AMC's $1,000 purse drew some heavy competition in the form of Gary Denton, Marty Miller, Gregg Toyama, Cliff Lett, Jeff Ward and Tim Lunde. All of these riders vied for the top spot, while Moorewood, who has built on his reputation in the minis, turned good starts into a 3-1 win.

Marty Miller had a shot at the day's overall, but was pressured heavily by Moorewood into making a fatal triple endo down the new downhill section. Cliff Lett then became the man on the bubble because his first moto win would be enough to beat Moorewood's score if only he could slip by Tim Lunde into second place in the final moto. Moorewood took a clean win and Lett and Lunde dueled to the line with Lunde holding the upper hand and second overall cash by feet at the finish.

Thirty-three riders lined up for the 250 Pro moto and the last man around the first corner was Mike Bell. Despite a crash in the middle of the moto, the amazing Bell finished second to Mike Gillman (Yam). Marty Miller took third and Gary Jones (AMMEX) fourth. Bell got a miserable start in the second moto also, but set sail after leader Jones. The smooth riding Jones held the lead almost the whole way, until Bell slipped by in an uphill right to roost away for the 250 Pro win. Gillman was second overall with a 1-3 score, while Gary Jones went 4-2 for third. Miller and Rick Asch (KTM) diced for fourth with Miller grabbing the loot, although Asch passed Miller on the last lap for a 5-4 moto score.

Bell won a boring Open Pro race with a clean sweep. Donnie Hansen went 2-2 for second and Jon Derhammer (Mon) was third with a 4-3. ●

Results in Results Section.

White, Rhyan, Moore take pre-GP Carlsbad CMC MX

By Patti Trotter

CARLSBAD, CA, JUNE 12

Fritz Schlegal (Mai) got out first as the gate went down to begin the 500 Pro race. Following Schlegal was Top Shelf rider Danny Steele (Yam), Moto-Meister-sponsored Dale Anderson (Mai), Mark White (Hus), and another Top Shelf Yamaha rider Scott Montgomery. Jeff Vidic (Yam) and John Ormuth (Yam) rode the next places. Schlegal was the leader for three laps. Anderson then blasted by both Steele and Schlegal for the lead. Wayne Boyer (Yam) worked his way from the back of the action to fifth by the sixth lap. On lap seven he bumped Schlegal back and took over fourth. Montgomery seized his machine coming off the downhill and retired. Anderson, Steele and White had full charge of the race and were far ahead of the other riders. Steele swooped by Anderson to capture the lead. White, one lap later, nailed Anderson for second.

Vidic vaulted into the lead in the second moto. Boyer began his charge on the leader and as the duo were coming off the downhill Boyer blew by Vidic for the lead — one which he surrendered for only two laps when White took over as parade master. Boyer re-took the lead for the eventual win. Anderson was in third with Schlegal, Vidic and Steele in the next slots. Schlegal passed Anderson with Steele getting by Vidic. Chip Howell moved into fifth with Vidic and Anderson finishing the race behind him. Payback went to White with the most consistent score, Boyer and Steele got the next best money.

Dallas Baker Kawasaki rider Kevin Rodgers (KTM) came rocketing around the first turn ahead of the other riders to take the lead in the 250 Pros. Gerry Stewart (Yam), Vidic and Steve Rhyan (KTM) were ahead of Doug Southward (Yam). Vidic took the lead in the second lap as he and Rodgers came into the hairpin turn bar-to-bar. McKee's Cycle Parts pride and joy Rocky McKee moved into fifth behind Rhyan. This is one of the first race McKee has ridden since he crashed a while back and tweaked his shoulder and arm. Rhyan ripped around Rodgers (who was riding with a broken frame) for second. Next time around he took the lead but a throttle cable wrapped around a brake cable put him out of action for a few minutes; when he got going again he was in fifth. Boyer was now the leader with Steele second and Vidic and McKee next. Rhyan opened up and started passing everything in sight. Whent he checkered went out he was only inches behind the leader Boyer.

In the second round Vidic and Tim Tolar came around the first turn together but by the end of the first lap Boyer was the leader. Vidic and Rhyan got a dice going, with Rhyan and then Steele getting by Vidic. Rhyan took the lead away from Boyer and rode for the gold. Steele stayed right on his Metzeler for second. Boyer and Vidic finished next. When the race was finally over Rhyan had a 15 second lead on the next rider, Steele.

Mike Brown (Yam) grabbed the lead in the first 125 Pro moto. Terry Shekell (Yam), DG rider John Tessitore, Mike Pillar (Suz), Nelson Whitehill (Yam), Corki Moore (JT) and FMF's Malcolm McCassy were next. Shekell took over the lead and ran away with it. Tessitore rode in second with Brown forced back to third. Whitehill and Moore moved by Pillar, but Whitehill DNF'd.

Shekell was off the line first in the second moto. Pillar and Tessitore were in hot pursuit with Whitehill and Moore next. Shekell crashed in the sixth lap, giving Tessitore the lead. Pillar got to second; Moore to third. Shekell re-started and crashed again...he hung it up and went home. Pillar passed Tessitore on the sixth lap. Moore did the same. In the last lap Moore blasted across the finish line ahead of the others to take the win and the overall. Pillar and Tessitore crossed next. ●

Results in Results Section.

(Continued from page 15)

little shaken. Johnson brought the winning bike in at 3:01, for a time four minutes faster. Still, between El Rodeo and the finish, Wallingsford was three minutes faster than Johnson, according to SCORE results.

Rutten was third bike in, 16 minutes behind the winning time. Brooks and Balentine found their early snafu too much to overcome, but they still worked up to fourth.

Ogilvie was the fifth one to finish, winning his class by 13 minutes. How did he ride all the way? "Everytime I started getting tired, I found something to keep me pumped," said Ogilvie who admitted he had trouble holding on to the bars on the final leg.

Mike Johnson finished on the KTM, taking second with Kelly in the 250 class. Johnston, a desert veteran but Baja newcomer, felt disappointed in his performance. He said he'd been unable to turn it on as much as he felt he should have, but vowed to do better next time.

Finger's partner Ric Secor ran out of gas again on the Husky, after he'd passed Johnston, but was able to scrounge some and make it to the finish, for third in class.

Baja veteran Gene Cannady teamed with Gary Drean on a PJ-1 Lubricants Honda four-stroke and finished eighth and sixth in Class 22. Right behind (three minutes) was another PJ-1 Lubricants Honda, with Al Baker and John Hateley riding. Hateley had been dicing with Ogilvie, before getting a flat tire. Baker then took over at El Rodeo but only got a short distance before he crashed heavily. Baker was evacuated to San Diego, where at last, unofficial report, he was in good condition. Hateley rode the last part on a nearly bald rear tire and spun out within sight of the finish-line crowd.

Kaplan brought the Class 20 winning Husky (equipped with leading-axle Husky forks and modified swingarm) and waited until enough time had passed to be sure of the win. Kaplan's partner Payton was one of the first to congratulate Steve Rion, who finished second. For Rion and Scott Pfeiffer, it was their first SCORE finish after several impressive rides were halted by mechanical ills.

Town residents had filled up several hillsides watching the start. Riders learned quickly that whenever there was a large group to slow down, for the Mexicans had built several large bumps and ditches on the course, some of which had to be knocked down by SCORE personnel after the first dozen riders complained.

Bikes completely dominated this Baja Internacional. Nine of the first 10 overall were two-wheelers; 12 of the first 15. For Roeseler, it was his third Internacional win and another chapter in his continuing domination of SCORE events. ●

Results

CLASS 22 (over 251cc): 1. Larry Roeseler/Jack Johnson (Hus), 8:32:15.2; 2. Brent Wallingsford/Scot Hardin (Hus), 8:36:59.0; 3. A.C. Bakken/Bob Rutten (Hus), 8:48:04.0; 4. Tom Brooks/Bob Balentine (KTM), 9:03:07.0; 5. Gene Cannady/Gary Drean (Hon), 9:40:43.1; 6. Al Baker/John Hateley (Hon) 9:43:20.3; 7. Joe Jones/Todd Martella (Hus), 9:55:58.9; 8. Denby Dailey/Jay Orendorff (Yam), 10:19:46.2; 9. Dr. John Eichart/Rick Lee (Hon); 10. James Cotteen/Ted Weeks III (Mai).

CLASS 21 (250cc): 1. Bruce Ogilvie (H-D), 9:13:09.9; 2. Tom Kelly/Mike Johnston (KTM), 9:26:45.4; 3. Rick Finger/Ric Secor (Hus), 9:37:39.5; 4. Steve Holladay/Wayne Cook (Hon) 9:57:00.5; 5. Andy Kirker (Yam), 10:30:53.5; 6. Max Switzer/Mark Knudsen (KTM), 10:34:55.5; 7. Tim Fagg/Craig Chaney (Oss), 10:35:40.2; 8. Ken Park/Dave Holeman (Suz), 10:54:22.8; 9. Daniel Dibb/Michael Rose (Yam); 10. Art Weekly/Rick Muller (KTM).

CLASS 20 (125cc): 1. Mitch Payton/Jeff Kaplan (Hus), 9:55:21.9; 2. Steve Rion/Scott Pfeiffer (Yam), 10:09:08.4; Phil Smith, 10:20:26.5; 4. Chuck Cartledge/Dennis McLaughlin (Yam), 10:26:25.5; 5. George Erl/Heath Hibbard (Hus), 10:27:48.2; 6. Don Sear/Michael Rose (Suz), 10:45:27.5; 7. Jeff Smith/Tony Murphy (C-A), 11:14:00.4; 8. Ed Curran/Phill Smith, 11:28:26.0; 9. Scott Coutts/Tom Lamar (Hus); 10. Frank Gould.

CLASS 38 (over 38 years old): 1. Dick Vick/John Watkins (Hus), 10:36:30.0; 2. Walt Axhelm/Tim Smith (Hon), 10:50:30.4; 3. Jack Froelich/Bruce Lewellyn (Yam); 4. Dick Graham/Ken Newton (Hus), 13:10:23.9.

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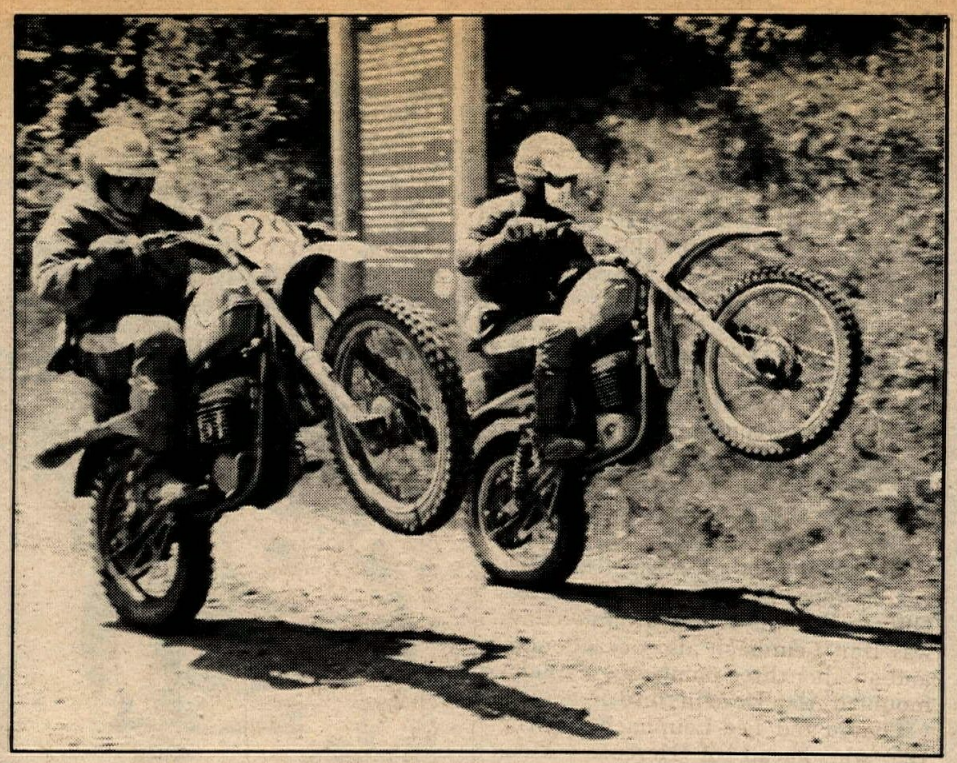

(Left) Frank Gallo flew on the motocross Special Test. Frank used his skill on the MX track to build an insurmountable lead. (Below) As minute 27 flipped over, Roy Cook (227) and Mark Deyo (327) leave the start. Deyo placed second in the 175 class for a gold. (Above) High-Speed formation flying by Team Penton. Jeff Hill (229) and Denny Vandecar (329) exit gas check three with impeccable style. (Opp. page) 125 class gold winner, Ted Leimbach gives some careful attention to his bike's chain at one of the gas checks.

Frank Gallo tames Rattlesnake Two-Day

By Dave Hawkins

OLYMPIA, WA. JUNE 11-12

Team Penton's Frank Gallo put together two excellent days of riding to capture the Open class and the overall victory. Frank finished the trials with a total of 1023 points. Barry Higgins placed second only 22 points off Gallo's hot pace.

The Rattlesnake Two-Day National Relaibility Trials ended up a battle of special tests. Quite a number of riders were early to the checks throughout the two days, leaving the gold to be decided in the special tests.

Bell's Angels M.C., (That's spelled with a "B," club members are quick to remind) have hosted the Two-Days for the past two years. The track course wound through the Capitol Forest just outside Olympia. Straddleline Motorcycle Park served as base camp and impound area.

The course started with a pass in front of the grandstands, using a few of the motocross turns and jumps, then headed out for the forest. In a surprise move, Mother Nature didn't rain on the area for an entire week before the event. The chance of the heavens opening up with most of the course in the slick hills prompted the Bell'sAngels to use a little more road than usual. As it turned out the roads bled off thick dust clouds the entire weekend.

A few riders complained that there were too many roads, but the trails used were excellent and prompted enthusiastic rider comments, "The trails were amazing, it was like riding in never-never land. To think they let you ride on such land is fantastic!" bubbled Don Ivan from Pascedero, California.

At 8:01 Saturday, the still of the morning was broken by the sounds of the 125s being kicked to life. By checkpoint two the riders had already passed through the first special test of the day. On the third gas checkpoint the Penton crew got word that Carl Cranke's Penton had seized. The bike "just started to ping and quit. Carl thinks it was the gas we used," explained the pit crew. Carl later put the failure in its proper perspective: "After 30-some straight gold medals I finally broke, now I can start on another 30."

15 minute early arrivals were not uncommon at the checks. Several riders in each class zeroed the checks all day. This made the motocross special test at the end of the day the most important event of the weekend. After nearly 180 miles the riders had to contend with three-lap, eight-rider races around the extremely dusty track. Some riders had to wait longer than an hour before their turn on the track. During the time they waited a light breeze blew the dust from the track all over them.

Frank Gallo put to good use his Florida Winter-AMA Series motocross experience. He ran away and hid from the pack in his moto. Bikes with primary kick had a definite advantage as any rider after second place had a hard time seeing the track through the dust. John Fero placed second to Gallo in the Open class after Saturday's totals were posted, 10 seconds back. Barry Higgins gassed his Maico to third at the end of day one only 13 seconds off the lead.

In the 350 class Gary Yonkins powered his Penton to lead Mike Hannon by 13 seconds.

Larry Thompson was on top of the hotly-contested 250s. Mark Deyo was only four seconds behind with Tom Penton back only nine. Bill Uhl rounded out the top four just 17 seconds off the pace. Max Markowitz was running a strong race when he completely missed a turn off a high-speed dirt road into the trail. Max was passing another rider and both of

them missed the arrows for the sharp turn. "They should have ribbons for such a sharp turn. I ended up going through a security check twice!" Max said. About the course markings, Frank Gallo said, "Little things have been getting in my way in the past few races. A wheel at Trask, another time an ignition. I took my time to check out every arrow. There was so much dust on the road you had to."

Yamaha took the top two places in the 250 class. Larry Thompson led wire-to-wire. Larry finished the first day on zero then followed it up on Sunday with a consistent ride to take the honors. Mark Deyo placed second only seven points back, then in third was Tom Penton a mere five seconds behind Deylo.

In a tight race all weekend the 175 victory went to Rod Bush on a Penton. Only four points behind after two days was Dan Leimbach also on a Penton and another three points saw Yamaha mounted Alan Deyo in third.

Penton and Ted Leimbach took the 125 win ahead of Hercules' Mike Rosso. Robert Strode finished third on a Honda.

Mark Deyo was impressed with the course as a whole. "There were a lot of roads but they had to have them to get to the trails. Once you got to the trails they were really worth it" he said.

Sunday's start time was moved up one hour. The course was run backwards and shortened about 20 miles. Still, the times between the checks had to be lengthened because of the added difficulty.

Not too many riders found it difficult to zero Sunday's checks either. One exception was Kevin LaVoie of Team Penton. During the last part of Saturday's ride his bike's carburetor started to give him problems. After a verbal shootout, over ice-cream Saturday night, Kevin decided to remove the carb and check out the problem in the short 10 minute work time Sunday morning. As the 60-minute sign flipped Frank Gallo and Don Ivan roared off, Kevin was able to limp to the 20 yard line and again began to work on the engine. Once there, he spent an additional nine minutes. The start area was quiet as the other riders were well into the hills. As Kevin remounted he said "I'll get those + ★ ✓ #% (guys)." and started out. He flew 30 feet off one of the MX jumps on the way to the trails. True to his word, Kevin came to check one on his minute. He made up close to 10 minutes in the first section! By checkpoint two he was a comfortable 13 minutes early!

Because of the dust problem on Saturday the MX special test was changed. On Sunday a grass meadow with four jumps was used in addition to the regular track. This time, however, there was no practice lap and each rider started off by himself. This was a great improvement over Saturday.

Al Baker had a open class Yamaha entered but couldn't make it in time from Baja to race. Bike #164 spent the weekend in the impound area. ●

Results

OVERALL: Frank Gallo (Pen) 1023.

OPEN CLASS: 1. Frank Gallo (Pen) 1023. 2. Barry Higgins (Mai) 1045. 3. John Fero (Yam) 1052. 4. Nate Pillsbury (Mai) 1075.

350 CLASS: 1. Gary Yonkins (Pen) 1065. 2. Tom Young (Rok) 1146. 3. Mike McGowan (Her) 1176.

250 CLASS: 1. Larry Thompson (Yam) 1045. 2. Mark Deyo (Yam) 1052. 3. Tom Penton (Pen) 1057.

175 CLASS: 1. Rod Bush (Pen) 1060. 2. Dane Leimbach (Pen) 1064. 3. Alan Deyo (Yam) 1067.

125 CLASS: 1. Ted Leimbach (Pen) 1100. 2. Mike Russo (Her) 1130. 3. Robert Strode (Hon) 1324.

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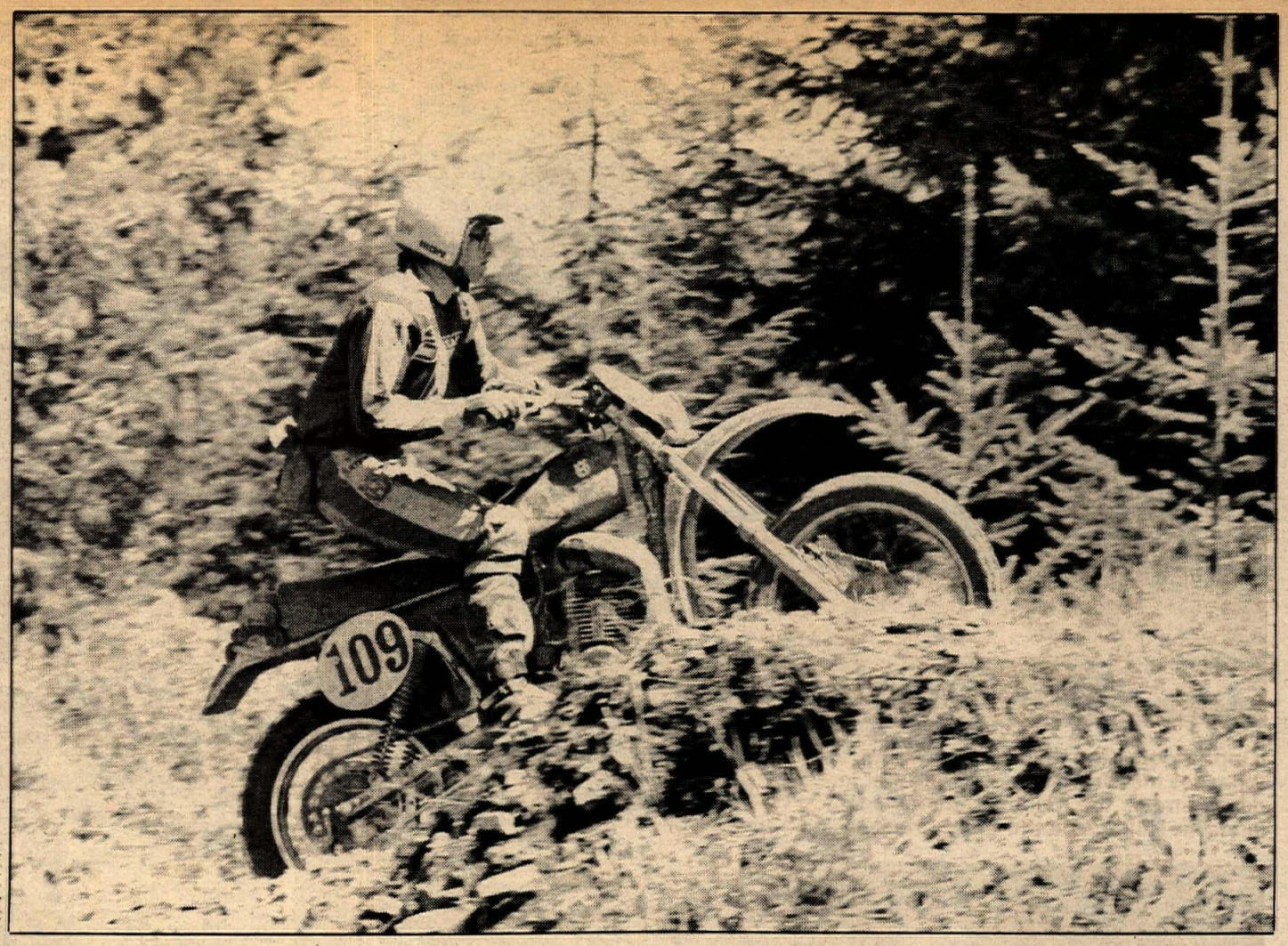


Burleson wins Trask Two Day

Seventh-annual Trask Mountain International Two Day Trial

By Larry Langley

McMINNVILLE, OR, JUNE 4/5

About the same time the Portland Trail Blazers were performing their version of "Blazer-mania" upon the Philadelphia 76's in the NBA Championships in Portland 30 miles to the North, Dick Burleson was turning his own type of "mania" upon the competition in the Motocross Special Test, the concluding event of the Trask Two-Day Qualifier.

The weekend started out poorly for the 200+ entrants as continuing rain made riding conditions wet and sloppy. The mud contributed to the attrition and less than 100 riders finished the 350-mile course.

At 7:00 a.m. Saturday morning, it was still raining as the first riders pushed their bikes to the starting line through a sea of mud. Some machines were hesitant to start after sitting out overnight in the muddy impound area selected by the Trask Mountain M.C., and brought 60 penalty points to their unlucky owners. The course ran right through downtown McMinnville where the natives didn't seem at all put out. Then west up Baker Creek Road (where Smokey was taking pictures) towards Trask Mountain. Soon the course left the road onto one of the many trails which cut through the area. Speed averages were lowered somewhat to compensate for the weather. The riders were soon fighting slop as the course proved challenging with mud holes and slippery hills to get up and down. One trouble spot was a downhill on pavement which led into a known control. It was so slippery, about 20 riders lost it and slid down the hill right through the check.

The speed averages picked were reasonable, though, and most of the good riders didn't have too much trouble hitting the controls early. For riders less than ISDT caliber or "A" enduro status, the course did get pretty hairy at times. By noon the field was reduced to half as riders quit. The wet and muddy conditions played havoc with electrical and carburetion systems.

After check five came the first special test. It was a fast balls-to-the-walls fireroad with one slippery hill and a mud hole to slow things down. The fast riders didn't like it, it was *too* fast. "Dangerous" said more than one rider. The uphill cost many riders precious seconds as the one-way-up rut momentarily bottlenecked with stuck riders. A giant mudhole had even some of the ISDT riders floundering. One star confessed that he got stuck twice. The course then looped over to Springer Mountain area and back! When the riders pulled up to the special test for the second time, they were afraid that they had gotten lost and were going around in circles. They weren't and got to run the same special test again. Surprisingly, the times didn't improve.

By the end of Saturday's ride, the rain finally stopped coming down and the skies started to clear. The impound area looked sparse as the field was somewhat decimated. Many of the parked bikes were unrecognizable under the mud while the Team Yamaha bikes were surprisingly clean. It seems the course back through town ran right by the local Yamaha dealer and presto, a magic wand appeared and the mud disappeared!

As the weary riders were relaxing under a welcome hot shower, the members of the Trask Mountain M.C. were at work scoring. When the first day results were posted, a few surprises were in store for the eager observers who had patiently waited for the results. Frank Gallo (Pen) was handily leading the Open class with a big lead over his competition. Burleson was fourth, 40 seconds down! Gallo had come close to the overall win at the Rose City, Michigan Two Day a couple of weeks prior and was obviously pumped for another try at the elusive win. Fort Hood winner Bob Messer (Mai) was sitting second and Team Yamaha's John Fero was third. Team Maico's Barry Briggs was doing well with his new, customized, expanded gas tank. He ran out of gas at the Rose City Qualifier and made sure it wouldn't happen again. The 350 class was close with Carl Cranke (Pen) leading Bultaco rep Mike Hannon by a scant three seconds. Gary Younkins (Pen) was third just 13 seconds behind Hannon. Hannon had correctly predicted before the event that the big bores would be leading for the overall with their earlier numbers allowing them a better shot at the special tests before they got too sloppy.

Tom Penton led the 250 class with 823 points followed closely by Mark Deyo (Yam) with 830. Team Suzuki's Ted Worrell was third with 841, with ISDT veteran and new father Bill Uhl fourth at 844. The 175 class was a three-way contest with Hercules mounted Drew Smith holding a comfortable 30 second lead over Dane Leimbach (Pen). Rod Bush was third after falling down twice in the special tests. "Not to worry" commented Bush, "I'm bad-ass in making it up on Sunday."

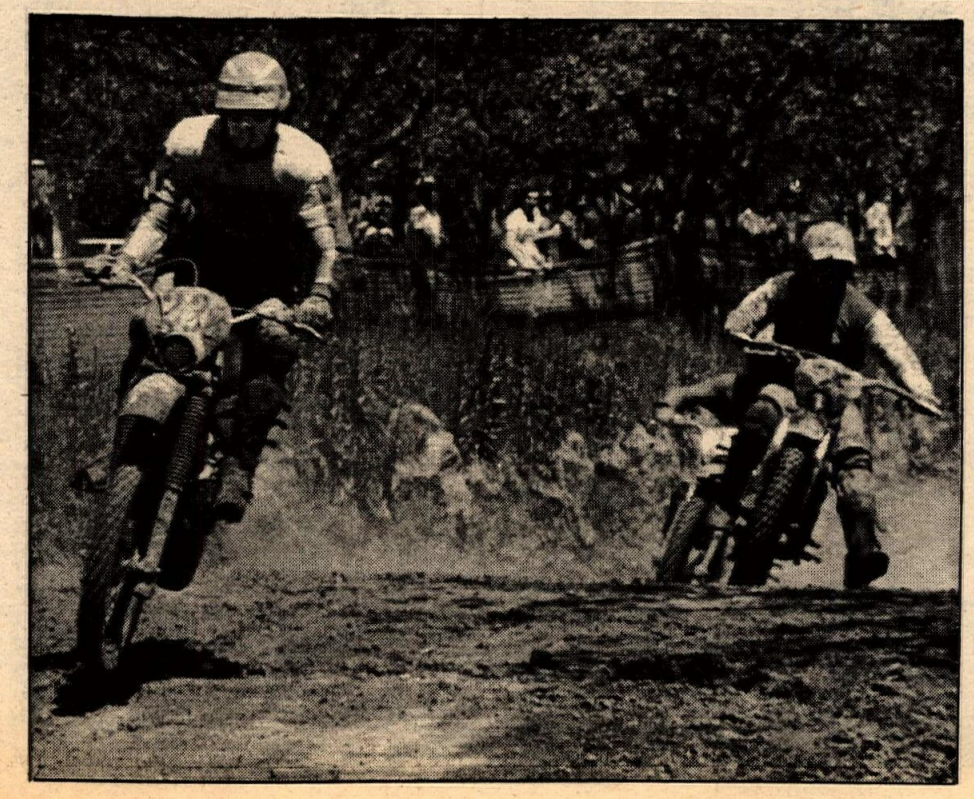
Another Penton-mounted Leimbach, Ted, had a substantial lead in the 125 class over Husky rep Greg Davis, 847 to 897.

Dick Burleson went to bed knowing Sunday he would have to substantially improve his scores over the competition if he wanted the overall.

Sunday dawned bright and clear with the forecast for hot weather, in the 80s. Many of the riders left their riding jackets off anticipating the hot muggy weather which awaited them deep in the woods. The speed averages were raised considerably, tightening up things. The pit crews were off on their way to various locations in the mountains. Many of the teams were running "co-op" pits, since they didn't have enough pit personnel to handle the gas stops. Team Suzuki pouring gas for Team Husky? Sure. As one

(Continued on page 54)

(Opp. page) "King Richard" Burleson won again at Trask. (Above) Billy Uhl wheelies his Maico through the Task forest. (Below) Eddie Diaz (Yam) demonstrates the muddy Saturday conditions. (Bottom) Lanky Mike Hannon lands his Bultaco on the front wheel during a special test.



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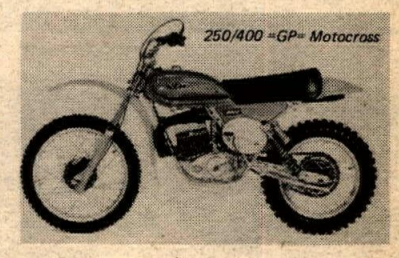

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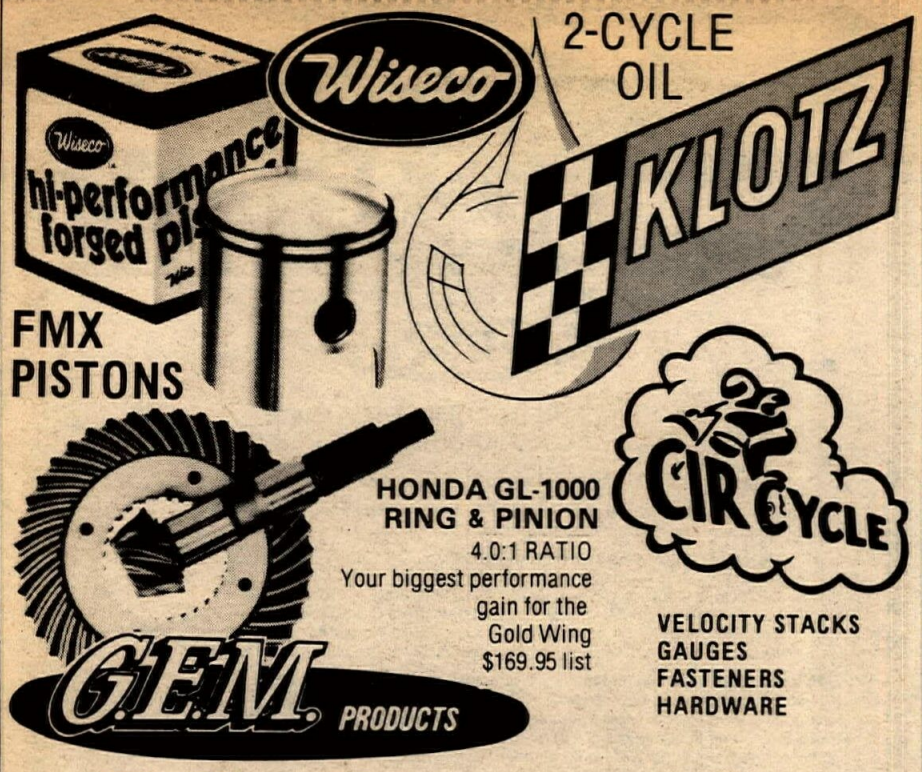

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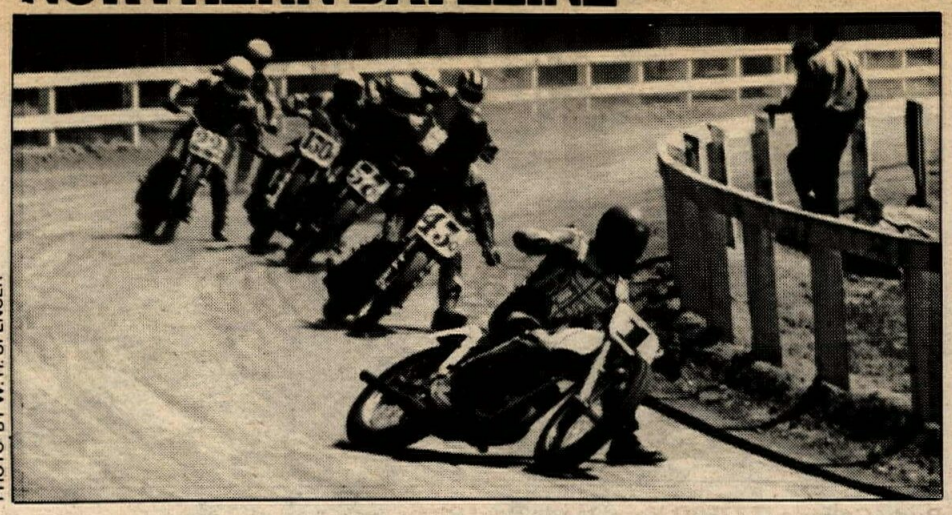

PHOTO BY W. H. SPENCER

Don Bailey won both 360 Expert classes at Orland.

Nelson nabs 100 Novice at Monterey ST

By Burt Dinner

MONTEREY, CA, MAY 28

Indianapolis had theirs and Monterey had theirs. Right from the beginning of the race, Robert Nelson (Yam) and Matt Nottenkamper (Suz) looked like Foyt and Johncock, exchanging the lead two or three times before Nelson won the 100 Novice. Joe Monteith (Hon) led a large 125 Novice field to a smooth looking win. Larry Tholcke (Kaw) looked sharp in the 125 Juniors.

Del Goodnight (Yam), Don Martin (Bul) and Ed Dolan (Yam) fought it out in the 250 Novice race with Goodnight the final winner. Fred Bennett (Yam), the old man of Monterey, had the dirt out of his eyes and his bike tuned to perfection, and went to a wire to wire victory in the 250 Expert event.

Anthony Salomone (Yam) passed Jack Kline (Yam) on the next to last lap to win the 360 Novice clash.

Expert Curt Brooks had double victories, taking the 360 and 500 races.

Results in Results Section.

"Trusty" Rusty Davis wins two at Orland

By W. H. Spencer

ORLAND, CA, MAY 29-30

About 150 riders with appropriate crews did their thing over the long Memorial Day weekend with great gusto, which included a fine Sunday night bash on the Glenn County fairgrounds that didn't even bother the sheep.

Rusty Davis took the two big wins of daytime racing on the Orland half mile that started out to be the best track ever on Saturday morning, but turned into the usual dry, dusty, rutty track we have all become quite unhappy with but used to running.

John Gennai began tuning up for the San Jose National half mile on a new Triumph, winning on Sunday while Buddy Robinson smoked the big bore exhibition class on Monday.

Action really warmed up in the 125 Junior/Expert show with Bobby Cunnington on the Cancilla-tuned Hodaka getting lots of added racing assistance from Jimbo Filice and Larry Krusemann. Filice and Cunnington put on the show in the heat, on Sunday but it was Krusemann leading the way for the distance in the main. Filice didn't get a good hook up on the start and Jim Coner took second spot down the back straight only to get reeled in by Cunnington in the third turn. Cunnington caught Krusemann on the last corner of the main but in driving under, he backed off the gas and nudged rather than drove, causing a high side and very bruised shoulder.

On Monday there was no stopping Cunnington, with Bobby Trono taking the Junior win.

By the 250 Junior class on both days the temperature hovered around the 95° mark and made for interesting races just because of the heat. In practice, Filice's Boss-framed ND Yamaha had burned a hole in the piston, but a rebuild job brought back a wire-to-wire main event win over Todd Skov and Ron Arlt and a change in ranking for the 14-year-old who has had only 15 races as a Junior and would ride the Expert ranks on Monday. His pit boss was Scott Pearson, out for his last weekend of freedom before the right wrist operation.

Ron Arlt switched the places for the Monday 250 Junior run with Bill McDonnell slipping the H & S Bultaco in between Arlt and Skov for the other spot.

On the gas both days was Rusty Davis, who broke free in both heats and both mains and was never challenged. In winning big in both mains, Travis took over the top spot in White Plate points from Brian Thompson who couldn't get it all together for the weekend.

Don Bailey showed his Number One plate well for both days winning the 360 Expert mains with ease and style. Dennis Frisbie beat out Rick Delacy for second on Sunday while on Monday taking a third behind Rodger Slack who didn't bother to sign up until after riding his heat, a little late.

With no big bikes to run up in Oregon and Washington, the boys, 14 of them came out to run off a little steam here, but the real steam was all John Gennai's on an ex-works Triumph complete with road racing concentrics. Buddy Robinson worked well in his heat as did Jim Mertens when he finally got his Boss sponsored machine in the right direction.

The main got stopped when someone raised his hand about the time the starter threw the flag and while Scott Nelson picked himself out of the haybales and Paul Johnson went to trade plugs, the hot and heavies got to breathing hard, just to get the day over as it approached 6 p.m. and those two cold kegs. Johnson made it back and off they went with Mertens still going the wrong way. Gennai was long

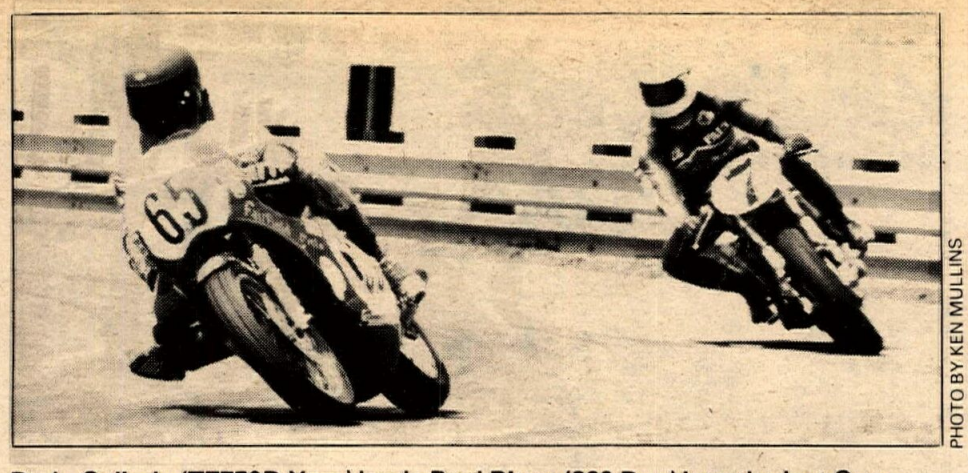

PHOTO BY KEN MULLINS

Rudy Galindo (TZ750D Yam) leads Paul Ritter (860 Duc) into the last Open GP turn at Sears Point. Galindo won.

gone with Johnson and Don Bailey both suffering with weakened batteries but still miles ahead of the rest of the competition.

Monday's big bike Exhibition was a Buddy Robinson day with Robinson switching his fourth place heat to a win just the opposite of the previous day's. The track was bad and he was dropping his Yamaha way early in the corners but was holding the groove while second-place Ray Dugan would go in deeper but wind up in the marbles, which eventually allowed Mertens the second place. ●

Results in Results Section.

Mamola, Nicholas, Galindo top GP at AFM Sears Point

By Ken Mullins

SONOMA, CA, MAY 15

Randy Mamola (Yamaha Motor Co. Yam) set a blistering pace to win 250 GP at an American Federation of Motorcyclists (AFM) road race at Sears Point Raceway. Mamola was never passed, leading the race from the first lap. Dave Garoutte (Yam) crashed hard in fast turn 10 while running second and trying to catch up. Garoutte escaped injury. The battle for second then turned over to Al Collins (Yam) and Jack Baker (Yam). Passing back and forth many times, Collins finally beat Baker at the flag. Doug Draper (Yam) was alone in fourth spot.

Can-Ams did well this day with wins in both 250 and 200 Production. Lee Gerke rode the wheels off of his Kawasaki West-sponsored TNT 175 to beat land speed record holder Gordon Seim (Can-Am) and John Chermak (Berkeley Yamaha) in 200 Production. Seim countered with a win in 250 Production.

Jody Nicholas rode a Honda MT125R to beat Doug Draper (TA125 Yam) in 125 GP. Nicholas, a former AMA National winner, and Draper, current AFM GP points leader, put on a great race in which the lead changed many times.

The start of Open GP set the stage for a super race between Paul Ritter on an 860 Ducati and Rudy Galindo on a TZ750D Yamaha. Ritter led the first half of the race, followed closely by Galindo, the Ducati pulling better off the corners and the OW31-replica having the top end. Galindo passed Ritter to take first place and held it until the last lap where Ritter regained the lead in the carousel, only to be passed at the end of the next straight. Galindo won by a few bike lengths. Bob Ocano was third on a Honda.

Results in Results Section.

Booth bests Sidewinders amateur TT

By Robyn Fisher

CLACKAMAS, OR, MAY 22

With all of their races but one raining out, the amateur riders were a little nervous about the dark clouds overhead.

"Old Man Weather" allowed the race to go on. The turnout of riders was affected by the weather and some of the clases had to be combined.

In the regular 100cc class, Bugsy Booth (Yam), and Ryan Fisher (St. John's Yamaha), battled for first place. Booth eventually won out, but not until the boys, Fisher, 11, and Booth, 12, put on a great show of ability and good, clean, hard riding. ●

Results in Results Section.

NorCal speedway—Cal-Expo, Folsom tangle

By Greg Joyce

SACRAMENTO, CA, MAY 20

There was a large number of beer drinkers on tap to witness the second night of speedway racing at Cal-Expo. The track surface was in excellent condition, and it set the stage for some of the closest racing that anyone has ever seen.

Team racing has been added to the program this season on a one-event-per-night basis, and this week Paul Orlandi found himself riding for the Folsom team in place of Steve Bast, who showed up too late to ride. Folsom's reserve rider, Dennis Robinson, will not be racing for a while due to a broken collar bone that he suffered last week at the Folsom racetrack. Folsom team regular Larry Shaw and his new partner Orlandi squared off against Mike Rooney and Mike Faria of the Cal-Expo squad. When the tapes shot up, both Rooney and Faria leaped out into the lead, throwing together a two-man roadblock. Try as they might, neither Shaw nor Orlandi could sneak by the two Mikes and so the Expo team tied up the score for the series, nine to nine.

Lance King took top honors in the Junior Scratch Main, staying just out of reach of hard-charging Steve Lucero.

Bob Holmes, riding in the Second Division Handicap Main, clinched the win after leading the pack for the full five laps.

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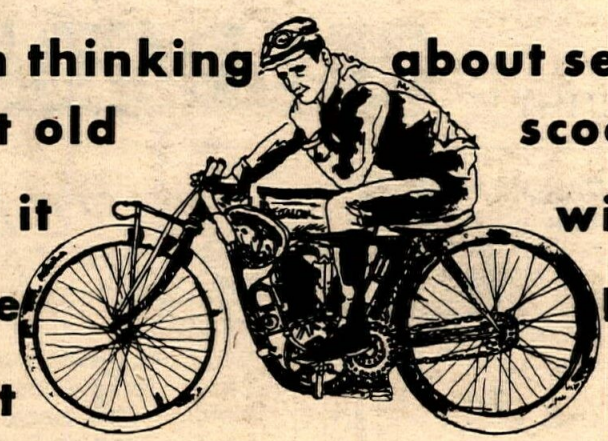

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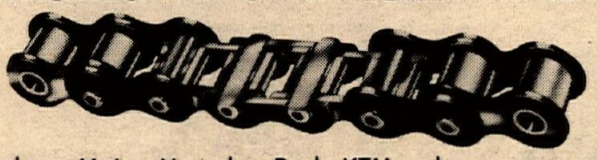

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NORTHERN DATELINE

Kent Bowser (9) led the Fresno Qualifier 200 Experts but Mike Garrison (12) took the win, followed by Bowser and Lee Pritchard (17).

Randy Davis, aboard a Briggo-Jawa, captured first place in the First Division Handicap Main after riding a three-lap race. The event was red-flagged due to a spectacular get-off involving Mike Rooney and John Cook. Rooney high-sided coming out of turn four and slammed into the wall along with Cook and his bike. Cook was apparently unscathed and got up immediately, but it took Rooney some time to regather his senses and exit the track.

Rollin' Rich MacMurray seems to be invincible this season as he won the Scratch Main for the third time in as many races. Larry Shaw placed second to MacMurray, and Rooney managed to borrow a bike and finish in the third spot over Paul Orlandi.

FOLSOM, CA, MAY 21

The NorCal Speedway Circus returned to Folsom for its second event of a 13-week series. The track was in rough condition and some changes in riding style were necessary in order for the riders to negotiate the corners. A few uncomplimentary remarks were voiced concerning the use of motocross bikes, but, as the night went on, the track surface got a little flatter.

Steve Bast, captain of the Folsom speedway team, nabbed first place for his team by coming in ahead of Cal-Expo's Mike Faria. Lightning Larry Shaw, also of Folsom, came in third over Marty Benck, making the total score for the series 11 to 13 in favor of Folsom.

The winner of this week's Junior Scratch Main was Ron Kirby, who jumped out to an early lead and led the race wire to wire, despite exhausting efforts by Lance King to pass him.

John Gennai, National Number 20 on the class "C" circuit, easily won the Division II Handicap Main. Gennai zipped off the 10-yard line into first place and gained such a lead that he literally coasted across the finish line.

The Division I Handicap Main was super! Denny Pyette, riding his first season as a first division pilot, had the crowd standing on its feet. Pyette got a good holeshot and commanded first place for several laps until he and Randy Davis got tangled on turn four. Mike Bast, who was in third place behind Davis, swooped in to take the lead. Pyette fell back into second place only to have a confrontation with Steve Bast. Steve Bast tried to pass Pyette where there was no room to do so, and this resulted in a spectacular get-off by Bast. Steve was actually off his bike and was being dragged down the back straightaway, all the while trying in vain to regain control of his bike. Brother Mike Bast finished the race in first place followed close by Pyette in second and Davis in third.

Pyette refueled his bike and was out on the track again to ride the Scratch Main, in which both he and Rich MacMurray collided on the first corner. Both of their bikes were wrecked, and they had to restart the race on borrowed equipment. Larry Shaw jetted into the lead followed close by Marty Benck and Pyette. MacMurray fell off all by himself coming into turn three while Shaw, Benck and Pyette finished the race one, two and three respectively. ●

Church back in winner's circle at D-35 Fresno Qualifier

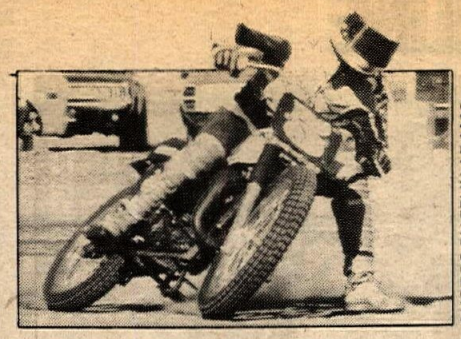
By Cosmic Cat & Co.

FRESNO, CA, MAY 29

After a long absence from the D-35 winner's circle, Bob Church powered his Suzuki to the 125 Expert honors at the Fresno Qualifier. Church wasn't in the top three on the first lap but when Brett Butterfield (Yam) went high in the first turn of lap two, Church slipped into third behind Scott Podergois (Yam) and leader Scott Cude (Yam). Leaving the fourth turn of the same lap, Podergois went down, moving Church into second and Rodney Sullivan (Yam) into third. Church took the lead in the righthander of lap three and went on to the win. Cude fought off Sullivan in the righthander of the final lap to hold on to second.

Chad Bettencourt (Yam) picked up the top qualifier points in the 100 class after fighting off a pressuring Mike Ragan (Yam) throughout the race. Ragan's chance for the lead came on the third lap when he tried the outside of Bettencourt down the straight but failed. Ragan then took the lead briefly leaving the first turn only to lose it to Bettencourt in the fourth turn. Frank Schoenbachler (Suz) was third.

Lee Pritchard (Yam) took the 200 Expert lead from Mike Garrison (Yam) on lap two after struggling alongside of Garrison most of the first lap. But leaving the first turn of the second lap, Garrison had the lead



PHOTOS BY FELIX ADAMO

Bob Church won the Fresno Qualifier 125 Expert Main.

back and Pritchard found himself in third behind Garrison and Kent Bowser (C-A). Bowser took the front spot on lap three but it was Garrison coming back again, taking the lead and win down the straight on the final lap. One time leaders Bowser and Pritchard followed.

The front two positions in the 250 Expert Main never changed as Rodney Sullivan (Yam), followed by Jesse Torres (Yam) led the event flag to flag. Jim Birkle (Yam) ran in third through lap one but lost the position to Mark Sumner (Suz) in the fourth turn of lap two. Birkle came back on the third lap taking the spot in the first turn and went on to third.

Scott Dinkins (Yam) was fifth going into the first turn of the 500 Main but exiting, he was out front and that was that. No one could catch Dinkins as he sped on to the first place points. Kenny Welch (Suz) and Fred Gill (Bul) slipped by then second placer Rick Roeder (Yam) on lap two and stayed in those slots to the checkers.

After three starts (due to first turn crashes), the Open Main was finally underway with Bob Young (Tri) in total command. Jim McCracken (Tri) took second from a spinning Rick Villanueva (Yam) on the first lap and tried in vain to catch the high flying Young. It looked as though Young had the main wrapped up with a sizeable lead entering the final turn but that was when his Triumph threw a primary chain and left the leader jumping up and down, trying to 'pump' his broken bike to the finishing flag. For a second, one might of thought Young could pull it off, but speeding out of the fourth turn came McCracken, and showing no mercy for his broken competitor, edged out Young by inches for the win. Villanueva was third.

Mike Vital (Yam) took the top honors in the Mini Main followed by Rob Ely (Yam) and Chad Bettencourt (Yam). ●

Results in Results Section.

Skiver scoots at Sidewinders TT

By Robyn Fisher

CLACKAMAS, OR, MAY 13

With threat of a rain-out from the ominous clouds overhead, the times were running in the 14 second slot. The track was fast in spite of the bad weather.

Don Dodge, National Number 71 (Tri), had fast time — 14.65 seconds.

Expert Brad Hurst, aboard a Triumph, grabbed the lead in the Expert Trophy Dash on the first lap. Pursued hotly by Randy Skiver (Tri), National Number 35, and Billy Oliver (Tri), National Number 22, respectively, Hurst thundered through four laps demonstrating the skill required when a consistent winner is breathing down your neck. Hurst went on for the win and the top money after getting into the dash as an alternate.

Due to the weather the program was reversed, that is, the expert events were run first, then the junior, and finally the novice.

In expert action, Randy Skiver, showed his heels to the competition in snaring his second main event win of the season at Sidewinders.

Jeff Fischer (Tri) was able to hold off Lester Huey (Tri) until lap five when Huey grabbed his chance to take the lead. ●

Results in Results Section.

Brown unleashes Honda at Sidewinders TT

By Robyn Fisher

CLACKAMAS, OR, MAY 20

Some of the best racing isn't always out front or in the expert class. In the Sidewinders TT novice class, Mike Adair (Can-Am) and Butch Brown diced through the first turn of the race. Then Brown unchained his Honda to shut the door on the daring Adair. Throughout the race Jeff Celorie (Yam), in third position, was closing in fast on Adair. Brown, Adair and Celorie ended one, two and three. ●

Results in Results Section.

Skiver tops Joyner at Castle Rock TT

By Robyn Fisher

CASTLE ROCK, WA, MAY 21

Enthusiastic riders made the first race at Castle Rock quite exciting. A good number of California and Idaho riders showed up besides the usual Oregon and Washington competitors.

In the Expert Main, rookie Rob Gore (Yam) took off in first, holding off the hard charging, National Number 35 Randy Skiver, on the Skivco machine (Tri), for two or three laps. Following close behind was two-time Castle Rock National winner, Chuck Joyner, on a Triumph. It was Skiver and Joyner throughout the entire race. Joyner tried to get the drive coming out of the big sweeper onto the straight to get the white flag, but missed a shift. If what we've seen so far this season is any indication of things to come — Randy Skiver might just be the man to beat at the '77 Castle Rock National on July 9.

The Junior Main was a terrific race; the most exciting of the night. Mike Joseph (Tri), getting the scratch, held the lead for five laps, with Jim Mertens (Yam) and Terry Weigand (Tri) dicing for second place. Mertens bobbled, letting several riders under him. Joseph and Weigand dueled mercilessly, until Joseph went too tight in the corner, which caused him to hit the bank and he lost it. This left Weigand to thunder into the lead pursued hotly by Danney Hogue (Tri).

We want to give the spectacular "get off" award of the evening to Jack Darling Hon). As Darling got a hard drive out of the big sweeper, he got up into the loose stuff, then grabbed traction, which provided the crowd with an outstanding high-side, followed by a speedy trip to the hospital. After lounging in the emergency room for three hours, they told him he could go home. ●

Results in Results Section.

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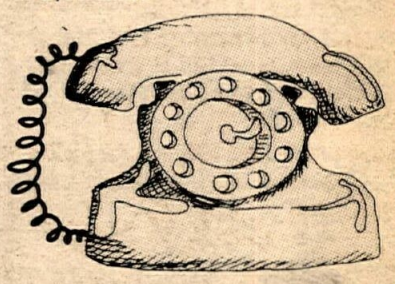

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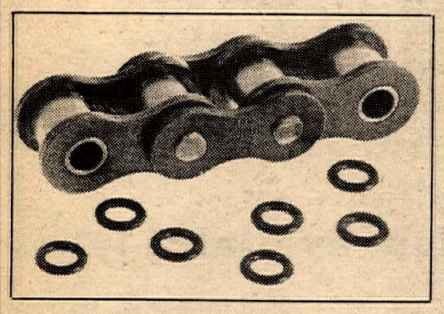

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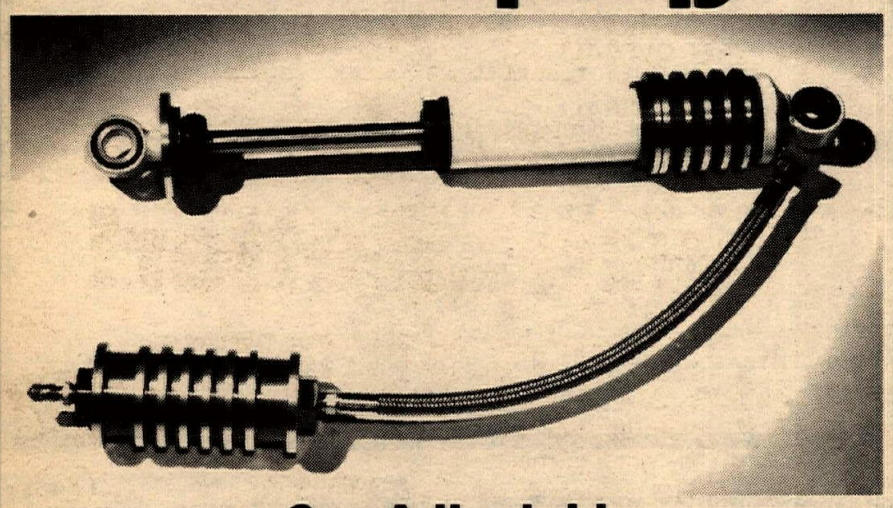

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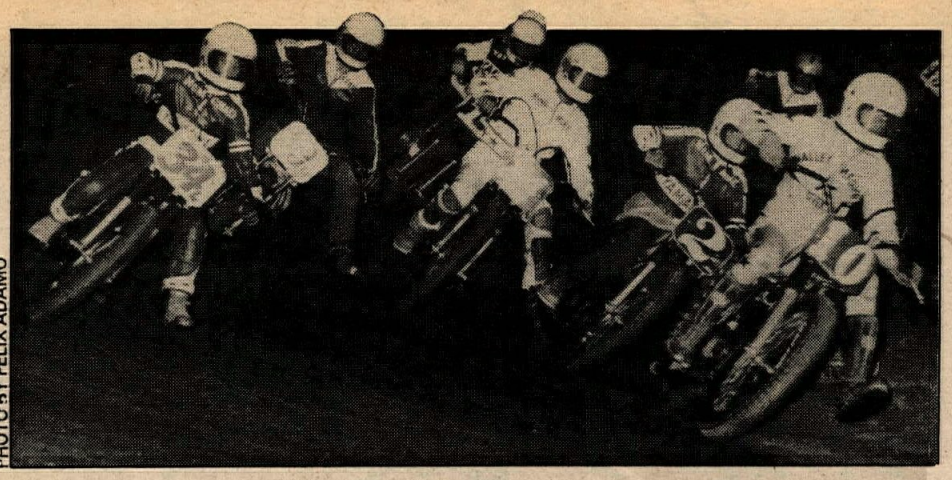

PHOTO BY FELIX ADAMO

Frank Schoenbackler (10) leads eventual winner Mike Garrison (2) and the other 100 Experts through the first turn at Rockyhill.

Canadian takes 250 GP at Seattle Raceway

By Gary Morris

KENT, WA, JUNE 5

Alan Seddon (Yam) from Coquitlam British Columbia, scored a decisive victory in the Washington Motorcycle Road Racing Assn. (WMRRA) 250 GP class at Seattle International Raceway's second road race of the season. Canadian riders continued to show well in the GP classes, as Seddon and Greg McRae from Quesnes, B.C., gave the crowd the best racing of the day. Top Northwest riders Bruce Lind (Yam) of Seattle, and Dan Thorsen (Yam) from Portland made the battle for first place a four-bike race.

Heat one of the 250 Grand Prix class saw Lind jump to the lead with Thorsen and Seddon following. McRae had problems at the start and found himself in last place playing catch-up. In lap two Seddon got by both Thorsen and Lind, holding first for the remainder of the heat. There was no more than a bike's length between the top three riders for eight laps.

Heat two was a carbon copy, except that McRae got a good start and joined in. There was no more than 100 feet from first to fourth place. They were hanging it out and the crowd loved it. Seddon finally pulled out a short lead by the last lap to take the win. Seddon said the 80° weather helped because he had changed to Michelin tires, and that he was really pumped after taking the win — it was his 37th birthday. ●

Rockyhill's turn to host D-35 Qualifier

By Cosmic Cat & Co.

PORTERVILLE, CA, JUNE 3

Qualifying for the October Tulare Invitational continued this week at the Rockyhill Speedway in Porterville. Riders seemed to have more control over their bikes at this outing for wrecks were few on the Rockyhill track, which is noted for its sometimes slippery surface.

Out of the seven qualifying mains, four were won by riders leading flag to flag. So was the case of the 125cc run. Todd Parker (Yam) was on point on lap one and stretched it to a eight-bike length win at the checkers. Lee Pritchard (Yam) and Scott Cude (Yam) followed early in the race but Cude lost third to Rodney Sullivan (Yam) on lap two just before the jump. Sullivan closed on Pritchard and pulled alongside in the third turn of lap three but failed to get past. Sullivan tried again on the final lap and succeeded, taking second ahead of third-placer Pritchard.

The closest race of the evening was the 500 Main. Kirk Smith (Suz) grabbed the lead from Fred Gill (Bul) in the sweeper on lap one. Gill was back out front starting the second lap but Smith stayed alongside the whole time trying everything he could to get by. Starting the third lap, Smith took the lead and third placer Jeff Lessely (Yam) moved pass Gill for second. All three went over the jump side by side and it was Lessely out front through the sweeper and starting the final lap. Lessely's lead ended in the first turn when he went down, giving the lead and the win to Smith. Gill was six lengths back in second and James Crisp (Yam) another six back in third.

Alan Seddor (171) beat Dan Thorsen (24), Bruce Lind (146) and Greg McRae in 250 GP at Kent.

PHOTO BY GARY MORRIS

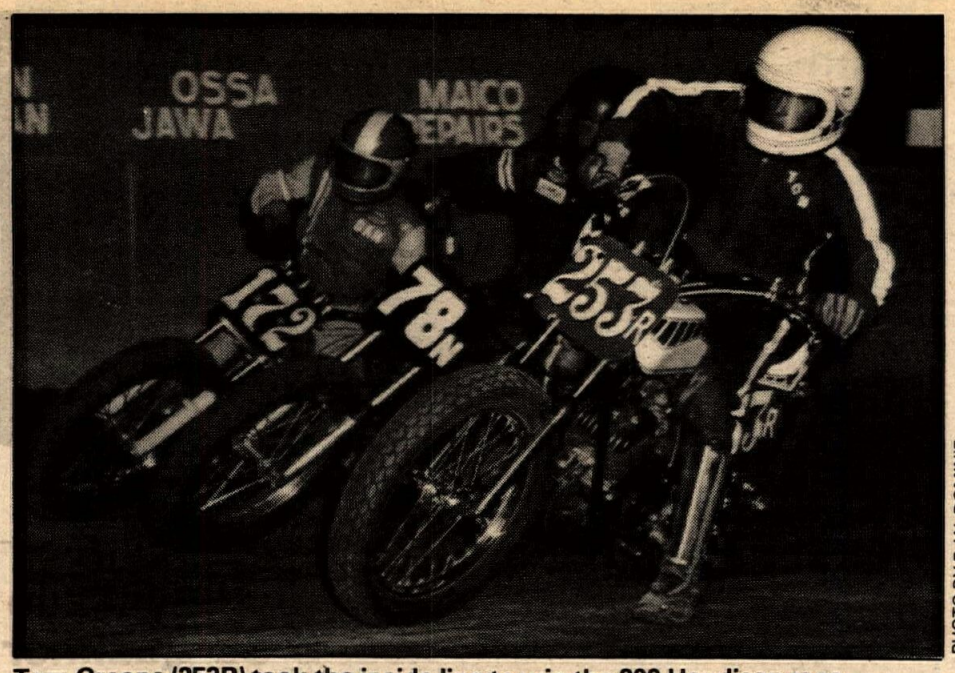

PHOTO BY E. W. DOMINIE

Tom Greene (253R) took the inside line to win the 200 Handicap race at Cycleland.

Biggs riders trophy at Cycleland Speedway

By Patty Piston

CHICO, CA, JUNE 4
Tom Green rode hard to win overall in the 200 Handicap race at Cycleland Speedway. Green fought his way from sixth place up to third, pushing second place rider Troy Cummings. Cummings went wide in turn four and Green took over second in the sixth lap. Moving on the first place rider, Pete Upton, Green made his move in turn three of the last lap and took over first after Upton had held it for 11 of the 12 laps. All three riders trophied and they all reside in Biggs, Calif. ●

Results in Results Section.

Wild animals halt Nor-Cal speedway series

By Greg Joyce

SACRAMENTO, CA, MAY 27
What if they threw a race and nobody came? Or, what if somebody came and nobody threw a race? The latter was my predicament last Friday night when I reached the Cal-Expo Fairgrounds in Sacramento. After driving for a solid two hours from San Francisco, through rush-hour traffic and after working all day at my regular job, (aw, poor baby) I reached the pit-gate only to be informed that the night's race were cancelled. When I asked for a reason as to why there were to be no races, I was told by the young lady at the gate that the 4-H Club was having some sort of event next to the race track and there would be animals and people all over the place.

"What?!," said I, "You've got to be kidding!"

Well, she wasn't kidding and there were no races. A couple of other riders showed up and we had some real exciting bench-races over a few six-packs. After winning the main at least four times I made the trek home. The little lady met me at the door with the day's mail in hand; a post-card which read, in effect, this week's races have been cancelled. ●

Bertram wins Red Arrow Spring Enduro

By Mike Kinsella

LONG BARN, CA, JUNE 5
Expert rider David Bertram rode his 250 Husky to first overall in the Red Arrow Spring Enduro with a score of seven, nudging out top rider George Hendrix (Yam) by one point. Randy Carles (Husky) took third place with 10 points and Tim Dey (KTM) came in fourth with 13.

Some 313 riders entered the event. Most of them finished the 86-mile course, which many described as a time-keeper's run because of the prevalence of fire road. However, because of the dusty conditions and the 85° temperature, the course layout was just right. Between the six checks the speeds were 24, 20, 28, 36, 30 and 24 miles per hour and a lot of that territory was covered by forest paths.

Riders were also introduced to several miles of the Sierra Nevada's finest example of volcanic rock — the rock was strewn over ridgetops like so many thousands of little booby traps. Quite a few feet got whacked but the rocks weren't damaged at all which should come as a big relief to concerned environmentalists. The route contained a couple of real neat water crossings which were deep, wide and solid bottomed and which watered out a lot of motors which had been prepared to resist dust but not moisture.

It was a darned good way to end the spring enduro season. The Sonora Pass M.C. did a great job in everything except course marking, which was just this side of terrible. The road turns were the worst, but there were also a couple places in the woods where the trail split into three or four possible turns and the riders had to guess the right one. But on the other hand this was made up for by the exceptionally nice-looking girls at the checks. ●

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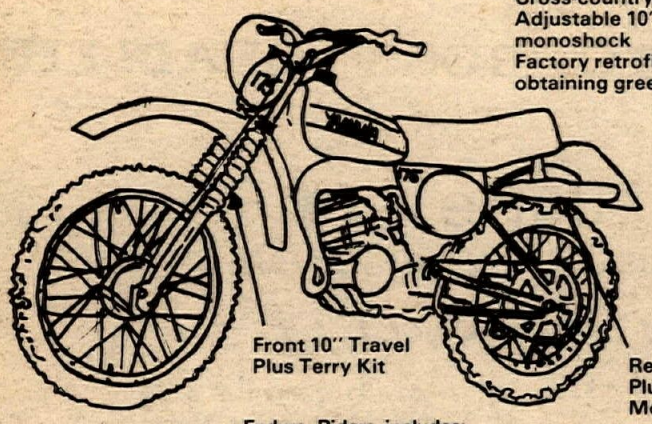

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Texans take Arkansas hillclimb

HOT SPRINGS, AR, JUNE 5

Texans dominated the Wheelies M.C. hillclimb at the Arkansas Fun Festival. Mike Polley won both the 125cc and 175cc class, using a Yamaha and a Suzuki, respectively. Henry Polley won the 500cc class with a Yamaha. Mike Jones and Tom Hairston used Big D Cycle Triumphs to take one-two in the Open class.

Local riders Roger Maynard and Bo Malone used Yamahas to uphold the honor of Arkansas in the 250cc and 400cc classes. ●

Jorski sweeps experts at Barron Fork MX

By Ben Johnson

TAHLEQUAH, OK, JUNE 5

Trey Jorski took a pair of trick Suzukis to the winner's circle, sweeping four motos to win both the 125 and 250 Expert classes at Barron Fork Raceway. In doing so, Jorski took home the lion's share of a $3,000 purse offered by the Barron Fork Raceway as part of an eight-race series where the experts receive $3,000 a race.

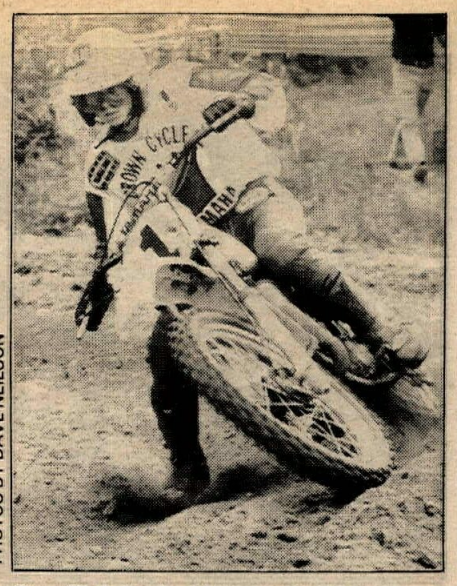
The 125 Experts looked to be the best clas of the day. Mike Patterson (Suz) took the lead over David Lahey (Suz), Trey Jorski (Suz), and Joe Burke (Suz). These four battled for the lead for three laps until Patterson dropped back to third and Jorski passed Lahey for first. No one saw Jorski again as he built up a 15-second lead on Lahey and Burke. On the next to last lap, Burke passed Lahey on the off-camber first turn hill and finished second. Wes Patterson (Yam) finished third.

Second moto action started with Mike Patterson in the lead again, with Jorski, Craig Johnson (Yam), and Wes Patterson right behind. Johnson dropped to fifth as Jorski took the lead on the second lap. Wes Patterson moved up on Mike Patterson but couldn't get by. Checkered flag time and Jorski had a 15-second lead again over Mike Patterson and Wes Patterson.

As the 250 Experts lined up for their first moto, Jorski looked like the man to beat. Jorski, a midwest hotshoe, proved he is one of the best riders in the area as he took the holeshot over Carlton Curtis (C-A), John Day (Yam), and David Lahey (KTM). Curtis bailed off in the first turn and fell back 10 places. On the first lap, Lahey passed Day, with Wes Patterson (Yam) also passing on the second lap. During this time, Curtis had been passing nearly three riders a lap, but with three laps to go, he broke his chain, ending his bid for the front. Jorski won by a large margin with Lahey, Patterson, Day, and David Ellis (Yam) finishing in that order.

The second moto proved unbearable for the riders as the dust had gotten thicker and the heat worse. Nonetheless, racing resumed as Lahey grabbed the lead over Jorski and Day. On the second lap, Jorski passed Lahey down the front straightaway for the lead. After that everyone slowed down because of the dust. Jorski took the checkered with another big lead for the overall. ●

Results in Results Section.



PHOTOS BY DAVE NEILSON

Sue Fish is the Women's Champ, by one point.

Sass wins five classes at MRA Pueblo RR

By Debbie Johnson

PUEBLO, CO, MAY 29

Hot tempers, disputed race results, and an eagerness to finish the last race left Rocky Mountain roadracers fatigued last fall as they packed their bikes away for winter.

But winters are long and dreary in the Rocky Mountain region, and by the opening Mountain Roadracing Assn. (MRA) race at Pueblo Motorsport Park in Colorado on May 29, all the old excitement had returned. Racers leapt from their vans before they'd stopped rolling to hug, shake hands, and B.S. with the rider who'd beaten them every race last year.

For riders like Bruce Sass, who won five races at Pueblo, the winter had been a time of seasoning. Just back from a novice win at Road Atlanta, Sass finished as much as half a lap ahead of second place in some of his races. The track, a fast, two-mile circuit, seems to be conducive to such spread-out racing, perhaps because the start is at the beginning of the quarter mile drag strip.

But, in Middleweight Cafe, Sass found Tom Marquardt and his trick Honda 550 to be tough competition. Dicing it up in the closest race of the day, they changed leads often, and Sass took a decisive lead only in the ninth lap of the 10-lap race.

New this year were cash prizes in each class, as well as champagne for each first place winner. In addition, contingency prizes were awarded by B&G leathers.

A race of the day was added to the racing schedule. As the final race, it was a run-off between top riders in each of the previous races.

25 new riders tried racing in the beginners' class. Reena Manka, one of only a few females racing, led this race for nine and a half laps, but crashed. The race was won by Mark La Motte.

Results in Results Section.

Fish and Stenersen dominate Women's Championship at Cyclerama

SAN ANTONIO, TX, MAY 28-29

Cyclerama hosted the First World Invitational Women'-

Johanna Stenerson holeshot every moto in both 125cc and 250cc classes at the Women's championship.

Motorcycle Championship over Memorial Day weekend. The all lady event attracted racers from California, Arizona, Texas, Missouri, New York, South Carolina and Georgia.

The 125 and 250 Expert Classes, for both Grand Prix and Motocross, found most of the women entering two classes bidding for the championship title and the lion's share of $2000.

Saturday's event was a one-hour Grand Prix covering 3½ miles of tight wooded trail, jeep road and the Cyclerama motocross course. The first race of the hot and muggy day was the 125 Experts. Sue Fish, (from Monterey Park, Calif.), jetted her Yamaha from a dead-engine start to the first wooded section, leaving Johanna Stenersen and 14 of the best lady racers behind. Fish led the first 45 minutes of the race, building a 25-second lead over Stenersen, (San Clemente, Calif.), Linda Barnes of (Houston, Texas), and Rhe Helms (1000 Oaks, Calif.). Before her first lap crash, Terri Bender of Riverside, Calif. was hot on Fish's tail and was extremely upset about losing her shot at the Champ. Barnes finished fourth.

In the last part of the hour the question was gas consumption between Fish's Yamaha and Helm's Suzuki. Helms had passed Stenersen in the river-bottom section, and had narrowed Fish's lead. Fish roared into the pits, gas cap in hand, but the gas stop was all Helms needed to take the lead and hang on to the finish. Stenersen also passed in the pits to take second with Fish third.

In the 250 Expert Class it was the same WFO pace between the front runners minus Helms, who only ran the 125 Class. Fish gained the lead from the start followed by Stenersen and Barnes. Fish looked determined not to repeat her 125 finish and set a 5:25 lap time in the early going. The hot lap times were too much for Stenersen, who over-ran several corners trying to keep the Fish in sight. At the end of the hour it was Fish with a 90-second lead, followed by dust-covered Stenersen and Barnes.

Liz Power (Columbia, Calif.), Pamela Montague (Tustin, Calif.), and Kathy Holmns (Houston, TX.) took the honors in the 125 Novice, 125 Amateur and Mini-Cycle support classes.

The battle in the 125 and 250 Expert Grands Prix set the stage for the motocross on Sunday. Most of the experts rode two hours of GP races Saturday and were looking at two 30-minute motos on the rough Cyclerama track on Sunday. The 125 Expert saw a repeat of Saturday's races, but this time Stenersen got the holeshot and led the first two laps. Fish worked her way through the pack to be on Stenersen's back fender by the end of the first lap, then taking the lead when Stenersen fell in the last corner on the third lap. Patricia Jacques, (Columbia, South Carolina), was close enough to the dynamic duo to take over second when Stenersen fell and that was the way the first moto finished — Fish, Jacques and Stenersen.

In the second moto Stenersen again got the holeshot, but Fish was right with her. For 20 minutes it was was wheel-to-wheel and corner-to-corner. Sue Fish got by Stenersen only to have Stenersen blast her off a turn to regain the lead. Then Stenersen fell (in the same corner where she had previously slid during the first moto) giving Fish an unexpected break and a good margin of lead. In Stenersen's catch-up attempt, the 30-minute moto, the heat and Saturday's two hours of GP plus the 1:45 lap time of Fish (only seven seconds off the track record), all totaled up to disaster in the same last corner. Stenersen fell again, loading up her bike, too tired to get restarted. Her pit crew finally took the bike away from her and called it a race. Fish went on to win the 125 overall, with Patricia Jacques second and Ronna Tyler (Big Spring, Texas) third.

The 250 Expert was again a repeat of the dynamic duo battling it out from start to finish. Stenersen seemed to have the starts down — getting the holeshots each moto only to have Fish hot on her rear wheel. It was nip and tuck the whole time with only a slight mistake by either to take the lead. Stenersen's break in the first moto came when the two were passing slow riders. One fell, causing Fish to momentarily slow down and lose the fast line. Fish dropped back to fourth giving Stenersen a chance to build up a lead. But that unlucky last corner took out Stenersen again. If it had not been for the lead she had built up after Fish's problem, Johanna would have seen Fish out in front again after she had moved back up to second place.

Stenersen put it all together in the 250 after her 125 showing to win both motos. But she had pressure from Sue Fish during 50-minutes of the 60-minutes of racing.

At day's end the two fastest lady racers came to a split decision. Sue Fish took the 125 Championship and Johanna Stenersen took the 250 Championship.

As for the overall World Title, Sue Fish came out one point ahead of Johanna Stenersen in the two days of competition. ●

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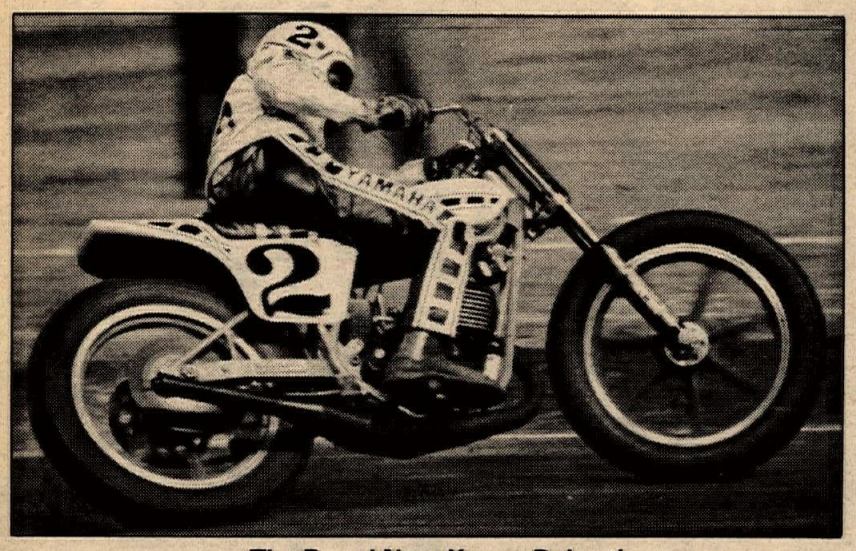

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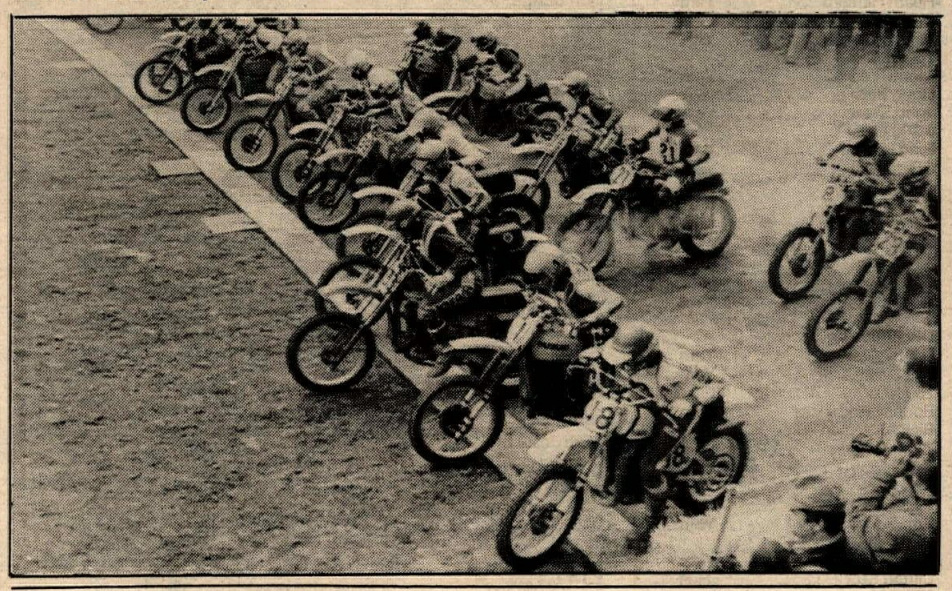
(Above) Bengt Aberg's TT500 took a first-moto third. (Below) Mikkola, DeCoster, Aberg, Andersson, vanVelthovan, Weil, Banks, Wolsink Bauer, Broeck and the pack start moto one.



(Continued from page 8)

next to last lap in time to set him up on the back part of the course. When the Maico slid wide on one of the corners, Brad upshifted and shot by him for fourth place. Herbert kept chasing, but at the checkers Brad had him by four seconds. Gerrit was 11 seconds behind, and Jaak only a bike length adrift of Gerrit's Suzuki. Arne Lindfors, Svendson and Angiolini filled the top 10. Heikki was the winner with a winning time of 45.43.7 for the 20-lap race. Roger was four seconds behind and Bengt a distant 25 seconds back with his cold getting the best of him.

Adolf Weil had moved up to sixth place but was forced to pit with a locking brake. Mechanic Karl-Heinz Heussner backed off the locking nut on the brake arm, and Weil got going but was out of any chance to catch up with the leaders.

Rain in between the races took care of the dust, and made the track slippier and muddy in some places. In the start of the second race, Maico meister Adolf Weil took the holeshot to the first turn and led for one lap until Heikki Mikkola reeled him in and passed. Arne Lindfors took third with Angiolini, Wolsink and DeCoster fourth, fifth and sixth. Brad was fighting the pain of his broken toe and smashed finger and came around 13th on lap one. A first corner pile up on the first lap retired Aberg, Toon Karsmakers, Ake Jonsson and Sylvain Geboers.

Weil crashed, Gerrit passed Lindfors and Angiolini on lap two. By lap four Heikki, Roger and Gerrit were rocketing out ahead 1-2-3 with Lindfors hanging on to fourth, Weil in fifth and Andersson, Angiolini, Banks, Bauer and Van Velthoven in the top ten.

Gerrit closed in on Heikki, and on the start of lap nine drove by Mikkola's Yamaha by taking the wide line on the start straight, squaring off at the end of the runway and driving hard up into the woods. Mikkola wouldn't give up first place without a fight and the duel continued in the last few laps until Heikki was forced back after getting hit in the face by a sharp rock thrown by Gerrit's Suzuki. Heikki took the 12 points for second with Gerrit posting his second win of the season. Roger was charging late in the race to catch Heikki but came up five seconds short at the flag.

Brad had moved up to ninth by lap 10 with Jaak driving up to sixth on lap 12. Hakan Andersson finally made a good finish this season aboard his factory Montesa in fourth place, and Enequist-sponsored Arne Lindfors collected fifth place ahead of Jaak Van Velthoven.

Team Honda had changed Brad's 17 inch rear wheel for an 18 for the second race and had micalculated the tire pressure. Brad rode most of the race with a flat. His seventh place finish was won on guts and determination as he had to shift the Honda with the heel of his boot because it hurt too much to use his broken toe. John Banks finished eighth on the CCM ahead of Bauer and Angiolini who rounded out the top ten.

Peter Heerlings crashed in the second race on the back part of the course and was taken away by ambulance with a broken left collarbone.

Mikkola's mechanic went to the winner's rostrum to stand in place of Heikki who was taken to the hospital immediately after he crossed the finish line in order to repair the gash under his left eye. Heikki returned to his caraan two hours later with four to five stitches and Wolsink said he felt fine, no problem.

Second overall for the day was DeCoster with his 2-3. Wolsink was third with his 6-1 and Lackey was fourth with a 4-7 score. •

Results

1st moto: 1. Mikkola; 2. DeCoster; 3. Aberg; 4. Lackey; 5. Schmitz; 6. Wolsink; 7. Van Velthoven; 8. Lindfors; 9. Svendson; 10. Angiolini.

2nd moto: 1. Wolsink; 2. Mikkola; 3. DeCoster; 4. Andersson; 5. Lindfors; 6. Van Velthoven; 7. Lackey; 8. Banks; 9. Bauer; 10. Angiolini.

500cc World Championship point standings: 1. Mikkola 130; 2. Roger 101; 3. Wolsink 94; 4. Lackey 73; 5. Noyce 32; 6. Van Velthoven 32; 7. Karsmakers 28; 8. Andersson 26; 9. Schmitz 25; 10. Bauer 24.

RESULTS

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Riverside Rcwy.
Riverside, Calif.
May 22, 1977

Lougee/Hough	Kaw
Marx/Parkingson	Suz
Daniels/Chambers	—

DRA Snake Chase
Red Mountain, Calif.
June 5, 1977
By Jerry G. Welton

UNOFFICIAL	
OPEN EX	
Heath Hibbard	Yam
Mike Mulconery	KTM
Mike Martin	Hus
250 EX	
Monte Lee	Yam
Doug Beisner	Suz
John Steen	Yam
0-200 EX	
Brad Henson	Yam
OPEN AM	
Tom Mattox	Yam
Bob Coteman	Yam
Daryn Wyatt	Hua
250 AM	
J.N. Bosanko	Yam
0-200 AM	
John Foster	Yam
Joe Rayle	Yam
OPEN NOV	
Danny Arayjo	Yam
Jim Lynch	Yam
250 NOV	
Rodney Roderick	Yam
Rick Anderson	Yam
Grant Colbert	Yam
0-200 NOV	
Rick Beck	Hus
Mike Easley	Yam
Steve Johnston	Yam
OPEN BEG	
Steve Hale	Yam
Clifton Stock	Hus
250 BEG	
Jack Fuller	Yam
Mike Baumgaetel	Kaw
Dave Quiwtard	Suz
0-200 BEG	
Mark Cates	Suz
Gary Moore	Yam
Rob Poznoff	—
OPEN SR EX	
Gus Paull	Yam
Ramow Lowe	Yam
Mike Dyott	Yam
SR AM	
Ed Denbow	Yam
Jay Sheldon	Yam
OPEN JR EX	
Pat McEvoy	Yam
John Richarson	KTM
0-200 JR EX	
Bill Walters	Hus
Elwin Johnston	Yam
OPEN JR NOV	
James Ferguson	Yam
Willis Pritchett	Yam
Roy Montjoy	Yam
SR	BEG
Carl Casanova	Yam
Stan Blood	Hon
OPEN JR BEG	
Gene Polsow	Tri
Robert Barrena	Yam
250 JR BEG	
Terry Adams	Suz
Ken Hanggi	Yam
POWDER PUFF AM	
Lori Farmer	C-A
POWDER PUFF NOV	
Nona Richardson	KTM
Michele Griffin	Hus
POWDER PUFF BEG	
Vanetta Kahl	Yam
MINI	
Donnie Morrison	Yam
Kelly Kline	Yam
Alan Dryden	Suz
0-200 JR NOV	
Gil Catton	C-A
Darold Cummings	Yam
Brad Hunsinger	Yam

Sidewinders TT
Clackamas, Oreg.
May 13, 1977
By Robyn Fisher

NOVICE	
HEATS	
John Wincewicz	Pow
Bob Moran	C-A
Jon Gladman	Yam
SEMIS	
Mike Adair	C-A
Jack Darling	Hon
DASH	
Butch Brown	Hon
MAIN	
Butch Brown	Hon
John Wincewicz	Pow
Mike Adair	C-A
JR	
HEATS	
Jeff Campbell	Tri
Jeff Fishcher	Tri
Ken Celorie	Tri
SEMI	
Glen Nickerson	
DASH	
Jeff Campbell	Tri
MAIN	
Lester Huey	Tri
Jeff Fisher	Tri
Jeff Campbell	Tri
EX	
HEATS	
Randy Scott	Tri
Randy Skiver	Tri
Billy Oliver	Tri
SEMI	
Darrell Henderickson	Nor
DASH	
Brad Hurst	Tri
MAIN	
Randy Skiver	Tri
Randy Scott	Tri
Chuck Joyner	Tri
FAST TIME	
Don Dodge	Tri

Castle Rock
Castle Rock, Wash.
May 21, 1977
By Robyn Fisher

NOV	
HEATS	
Al Ciacco	Yam
Eric Swanson	Bul
John Wincewicz	Pow
DASH	
Eric Swanson	Bul
SEMIS	
Manuel Datan	—
Tom McCullough	Yam
MAIN	
John Wincewicz	Pow
Steve Monger	Yam
Al Ciacco	Yam
JR	
HEATS	
Mike Joseph	Tri
Jim Mortens	Yam
Ken Celorie	Tri
DASH	
SEMIS	
Glen Nickerson	Tri
Lester Huey	Tri
MAIN	
Terry Weigand	Tri
EX	
HEATS	
Randy Skiver	Tri
Robbie Gore	Yam
DASH	
Randy Skiver	Tri
SEMI	
Chuck Joyner	Tri
MAIN	
Randy Skiver	Tri
Chuck Joyner	Tri
Frank Word	Tri
FAST TIME	
Randy Skiver	Tri

Regional Point Standings
By Robyn Fisher

NOV
Ray Dugan
Manuel Datan
Ron Day
Nate Gross
Jeff Celorie
JR
Pete Simonsen
Rod Spencer
Eddie Lawson
Steve Powell
Glen Nickerson
EX
Randy Scott
Chuck Joyner
Larry Lagarra
Rick Hocking
Sonny Burres
Billy Oliver
Don Dodge
Frank Word
Don Carlyle
Randy Skiver
Charlie Brown
Paul Bostrom

CMC MX
Seattle Int'l. Rcwy.
Kent, WA.
May 27, 1977
By Sue Sykes

MINI EX	
David Holloway	Suz
MINI JR	
Mike Rice	Yam
Scott Wooton	Suz
Duane Gerrard	Suz
100 INT	
Jayme Nickle	Hon
Steve Philpot	Hon
100 JR	
Tom Studzinski	Suz
Eric Eaton	Suz
Cliff Blakrmore	Suz
125 PRO	
Gary Racca	Yam
125 INT	
Dave Barrett	Suz
Scott Henden	Hon
Clinton Anderson	Suz
125 JR	
Dirk Murphy	Suz
Mike Scoinaienchi	Suz
Lenny Schwab	Hon
250 PRO	
Blaine Elledge	C-A
Roger Skavelem	Mai
Jay Looker	Yam
250 INT	
David Haskman	C-A
Jeff Birkestol	Yam
Bill Capellen	Hon
250 JR	
Ed Gellenbeck	Yam
Alan Maxwell	Suz
Steve Bader	Suz
OPEN INT	
Dave Barrett	Suz
Don Knoblauch	Yam
Ken Eanes	Suz
OPEN JR	
Scott Daugherty	Mai
Steve Scheuffele	Yam
Doug Grenfell	Yam

TT & Half Mile
395 Cycle Park
Adelanto, CA
May 15, 1977

TT MINI	
Danny Perez	Yam
Matt Moon	Hon
Eddie Hicks	Suz
MINI AM TT	
Curtis Cannon	Yam
125 NOVICE TT	
Mike Redding	Yam
David Harman	Kaw
Paul Ventimiglia	Kaw
250 NOVICE TT	
Charlie Schlieger	Yam
Mike Hill	Bul
Ed Ameral	Bul
OPEN NOVICE TT	
Vic Hensley	Yam
Dave Riley	Hon
Carl Krenz	BSA
125 AM TT	
Steve Karsten	Yam
Bobby Garabedian	Yam
Randy Morris	Hon
250 OPEN TT	
Gary Praster	Yam
Tommy Walton	Yam
Dylan Neihart	Yam
3 WHEELS	
Jack Campbell	
Mike Chiatovich	
Preston Wildrick	
HALF MILE MINI	
Danny Perez	Yam
Robert Perez	Yam
Eddie Hicks	Suz
MINI AM/EX ½ MLE	
Curtis Cannon	Yam
Dan Lizardo	Yam
125 NOVICE ½ MILE	
Randy Morris	Hon
Mike Redding	Yam
250 NOVICE ½ MILE	
Charlie Schleiger	Yam
Jeff Johnson	Yam
500 OPEN ½ MILE	
Victor Hensley	Yam
Paul Hollingshead	BSA
Carl Krenz	BSA
125 AM ½ MILE	
Chris Cannon	Yam
Bobby Garabedian	Yam
Tom Wation	Yam
250 AM/EX ½ MILE	
Dylan Neihart	Yam
Tommy Walton	Yam
Mike Minnig	Yam
500 AM/EX ½ MILE	
Mike Minnig	Yam
Dylan Neihart	Yam
Doug Hannon	Yam
3 WHEELS	
Jack Campbell	
Preston Wildrick	
Mike Chiatovich	

A.M.E. Night MX
Indian Dunes
Valencia, CA
June 3, 1977

100 BEG	
Joe Bernardo	Yam
125 BEG	
D. Sweet	
D. J. Lucia	Yam
Bob Byrne	Hon
250 BEG	
Warren Guys	CZ
Dave Bastian	Suz
Mark Christopher	Yam
MINI JR	
Frank Bednar	Suz
Jim Coffee	Yam
Jack Greenberg	Yam
100 JR	
Bruce Elery	Yam
Tim Schreiner	Suz
Jay Rey	Suz
125 JR DIV 1	
Kevin Bollinger	Suz
Scott Berg	Hon
Gary Jones	Suz
125 JR DIV 2	
Dana Berg	Hon
Steve Vincze	Yam
Doug McNeily	Suz
250 JR	
Jim Davis	Suz
Brian Chereshkoff	Suz
Randy St. George	Suz
500 JR	
Bret Greening	Yam
Peter Penland	Mai
Bruce Brotcke	Yam
MINI INT	
Pat McConnell	YZ
Bobby Ryan	Suz
Rick Angelo	RM
125 INT	
Scott Morgan	DG
Chris Bercaw	Suz
Duffy Phelps	Suz
250 INT	
Don Bizzy	Suz
Eddie Armstrong	Yam
Brian Roberson	Mai
500 INT	
Jim Decker	Yam
Ned Bassotti	Mai
David Rogers	Suz
MINI EXP	
Eric Kehoe	Yam
George Holland	Hon
Sam Storer	Yam
100 EXP	
Jim Crowder	Suz
125 PROS	
Kirk Sturgeon	Suz
Bob Ramsey	Yam
Jerry Shore	Suz
250 PROS	
Dave Haugh	Mai
Hal Strauss	Mon
Andy Jannings	Yam
500 PROS	
Tom Claire	Mai
Don Hansen	Yam
Monte McCoy	KTM
WOMEN'S DIV	
Chelle Blythe	
Pat Holland	Hon
Jeni Saylor	Yam
VETERANS	
Al Stinebaugh	Suz
D. Leser	KTM
Keith Phillips	Puch

ST Monterey Frgrds
Monterey, Calif.
May 28, 1977
By Burt Dinner

PEE WEE	
Danny Cahoon	Ind
80 STK NOV/JR	
Jim Pettit	Yam
Laroy Deleon	Suz
Ricky Cremona	Yam
60 MOD NOV/JR	
Sean Markley	Yam
Kelley Fischer	Yam
80 MOD NOV	
Jim Pettit	Yam
Danny Moore	Yam
80 MOD JR	
Mike Stewart	Yam
Jeff Nichols	Yam
Steve Mason	Yam
80 MOD EX	
bruce Johnson	Suz
Greg Brewer	Yam
100 MIN NOV/JR	
Jeff Nichols	Yam
Danny Moore	Yam
100 MINI EX	
Bruce Johnson	Suz
Ronnie Murphy	Yam
100 NOV	
Robert Nelson	Yam
Matt Nottenkamper	Suz
125 NOV	
Joe Monteith	Hon
David Campbell	Suz
125 JR	
Larry Tholcke	Kaw
Kevin Hugill	Kaw
200 NOV	
Keith Pemberton	C-A
Allan Malm	C-a
200 JR	
Steve Martin	Yam
250 NOV	
Del Goodnight	Yam
Don Martin	Bul
Ed Dolan	Yam
250 JR	
Jay Ralston	Bul
John Welch	C-A
250 EX	
Fred Bennett	Yam
Steve Adkins	Yam
Steve Harvey	Yam
360 NOV	
Anthony Salomone	Yam
Jack Kline	Yam
360 EX	
Curt Brooks	Bul
Robert Boyar	Bul
500 NOV	
Allen Searson	Yam
Steve Moore	Yam
500 JR	
Matt Crowley	Bul
500 EX	
Curt Brooks	Yam
Steve Adkins	Suz
HIGH POINT STANDINGS	
Jim Filice	17pts
Matt Pemberton	16pts
Keith Pemberton	14pts
John Mason	13pts

R.A.C.E. TT & Half Mile
Corona, Calif.
June 1, 1977
By Elaine Jones

TT	
MINI	
Curtis Cannon	Yam
Greg Nelson	Yam
125cc NOV	
Danny williamson	Yam
Don Milan	Hon
Darren Hulbert	Yam
125cc AM/EX	
Pete Hames	Yam
Bobby Garabedian	Yam
Chris Cannon	Yam
250cc NOV	
Kirk Johnson	Yam
Rick Blankenship	Kaw
Bob Callaway	Kaw
250cc EX	
Gary Jones	Amm
Ronnie Ray	Kaw
Dylan Neihart	Yam
OPEN COMB	
Pat Dobbins	Tri
Dylan Neihart	Yam
Pat Stewart	Tri
MONEY	
Ronnie Ray	Kaw
Gary Jones	Amm
HALF MILE	
125cc NOV	
Darren Hulbert	Yam
Danny Williamson	Yam
Rodney Rainey	Hon
125cc AM/EX	
Pete Hames	Yam
Bobby Garabedian	Yam
Chris Cannon	Yam
250cc NOV	
Kirk Johnson	Yam
Rick Blankenship	Kaw
Bob Callaway	Kaw
250cc EX	
Gary Jones	Amm
Ronnie Ray	Kaw
Dylan Neihart	Yam
OPEN COMB	
Pat Dobbins	Tri
Dylan Neihart	Yam
Pat Stewart	Tri
MONEY	
Ronnie Ray	Kaw
Gary Jones	Amm

Trials
Texas Championship
Fourth Round
April 24, 1977
By Travis Hunter

CHAMPIONSHIP CLASS	
Ron Fields	Kaw
Eddy Kessler	Kaw
Mark Webb	Bul
CHAMPIONSHIP SUPPORT	
Jeff George	Bul
Danny McCraw	Yam
Wayne Caswell	Hon
NOV CHAMPIONSHIP	
Kenny Montgomery	Bul
Lon Ford	Yam
Mike Hamm	Yam
NOV SUPPORT	
Mike Seely	Yam
Monte Meers	Yam
Gene Ford	Bul

CMC MX
Seattle Int'l Rcwy
Kent, WA
May 20, 1977
By Sue Sykes

MINI EX	
John Spooner	Suz
Scott Tyler	Hon
Shane Spence	Suz
MINI JR	
Cory Klaudt	Suz
Mike Rice	Yam
Joe Greenwood	Suz
100 INT	
Bill Rowland	Hon
Harold Gusey	Hon
Jayme Nickle	Hon
100 JR	
Eric Eaton	Suz
Gary Watson	Suz
Butch Bergley	Yam
125 PRO	
Gary Racca	Yam
Lee Voss	Suz
Craig Prauss	Yam
125 INT	
Dave Barrett	Suz
James Bowman	Yam
Mike LaMarche	Suz
125 JR	
Mike Scornaienchi	Suz
Brad Case	Suz
Jeff Moore	Hon
250 PRO	
Blaine Elledge	C-A
Rick Benek	Suz
Jay Looker	Yam
250 INT	
David Hashman	C-A
Mike Anderson	Yam
Fred Underwood	Suz
250 JR	
Ed Gellenbeck	Yam
Ric Maxwell	Suz
Jim Jagow	Suz
OPEN PRO	
Rick Weidman	Hus
Pat Jacobson	Suz
Rich Binckley	Yam
OPEN INT	
Dave Barrett	Suz
Bob Ellis	KTM
Paul Peiroli	Yam
OPEN JR	
Steve Spooner	Suz
Steve Scheuffele	Yam
Cory Saulness	Suz

CRC Pucker Bunny Class Winners
Red Mountain, CA
April 17, 1977

ONE LOOPERS	
OVERALL TIE	
Pam Wilson	Suz
Greg Finney	Yam
250 W/B	
Pam Wilson	Suz
250 C-16	
Greg Finney	Yam
MINI	
Chris Gables	Yam
125 C-16	
Clark Dalton	Yam
100 W/A	
Alice Bales	Hon
200 C-16	
Tim Chapman	Hon
100 C-16	
Steve Thomas	Hod
125 W/B	
Nancy Rasmussen	Suz
200 W/B	
Gayle Vanderbilt	Yam
TWO LOOPERS	
OVERALL	
Reggie Krong	Hon
250 A	
Reggie Krong	Hon
OP A	
Harold Holsted	Yam
OP B + 35	
Rollie Pearson	Suz
OP A + 35	
Hally Allred	Yam
250 A + 35	
Jerry Robideaux	Suz
OP B	
James Thomson	Yam
OP C	
Lee Brasfield	Yam
250 C	
Steve Sprangle	Yam
250 B	
Mike Dawkins	KTM
250 B + 35	
Frank Pollard	Yam
OP C + 35	
Wes Fredenburg	Yam
250 B -16	
Wade Robideaux	Suz
250 C + 35	
Dave Brown	Suz
200 C	
Paul Beck	Yam
200 B	
Norm Siverson	Hon
200 B + 35	
Charles McPhee	Yam
125 C	
John Gallagher	Yam
200 B -16	
Scott Crawford	Yam
200 + 50	
Howard Lauck	Yam
OP C + 50	
Bill Helin	KTM
– ST B-16	
Gregory Larson	DKW

DURA LUBE

Victory Box

Goat Brecker Wins 3 on Memorial Weekend
Corona MX
1st Open Ex.
Escape Country
1st Open Ex.
Corona GP
1st Open Ex.
Ron Taylor
Plymouth MX
1st 125 Nov.
Marysville MX
1st 125 Nov.

Duralube New World Headquarters
270 N. Vinedo
Pasadena, CA 91107
213-795-7628

Anyone who qualifies for the Victory Box will receive a free 'Mothers Milk' T-shirt

NOTICE: Durlabe users call **213-795-7628** with win results. Call day or night.

RESULTS

A.M.E. MX
Spillway Park
May 22, 1977
By S. Slave

MINI JR
Mike Perry Suz
Matt Nation Suz
Todd Hovater Suz
MINI INT
Randy Dyer Yam
MINI EX
Eddie Perry Yam
100 JR
Charlie Jones Yam
100 INT
Ron Coop Suz
125 JR
Tony Fazio Yam
Ken Jones Suz
Jim Lauer Yam
250 JR
Greg Lauz Bul
Chris Irigaray Suz
Leonard Pelletier Bul
OPEN JR
Scott Voorhees Hus
125 INT
Brett Cross Hon
Manny Angulo Yam
Jamie Kringlen Yam
250 INT
Bill Lauer Hus
Doug Lawrence Mai
Brett Simonsen Mai
250 PRO
Sherman Schneller Suz
Mike Wickersham Mai
125 PRO
Alan DeLarge Yam
OVER THE HILL GANG NORTH
NOV
Jowls Jim Hus
INT
Begonia Bill Hon
EX
Larry Johnson Hon
Maniac Mike KTM

AFM RR
Sears Pt. Rcwy.
Sonoma, CA
May 15, 1977
By Ken Mullins

50 G.P.
J. Hendricks Kre
D. Kirkebye Hon
R. Galindo Ita
100 G.P.
G. Goodman Kaw
M. McAvoy Kaw
D. Elliott Kaw
125 G.P.
J. Nicholas Hon
D. Draper Yam
J. Leggitt Yam
200 G.P.
B. McGrill Bul
J. Boyette Suz
T. Beisheim C-A
250 G.P.
R. Mamola Yam
A. Collins Yam
J. Baker Yam
500 G.P.
M. Summers 375 Yam
M. Ross 350 Yam
J. Alafouzos 500 Kaw
OPEN G.P.
R. Galindo Yam
P. Ritter Duc
B. Ocano Hon
125 PROD
A. Sherbal Yam
G. Overman Yam
S. Moore Yam
200 PROD
L. Gerke C-A
G. Seim C-A
J. Chermak Yam
250 PROD
G. Seim C-A
R. Orenczuk C-A
J. Chermak Yam
410 PROD
G. Liubimsky Yam
S. Sizelove Yam
L. Schenk Yam
550 PROD
E. Sachs Hon
G. Sachs Hon
F. Koren Hon
750 PROD
P. Ritter Duc
P. Richards Kaw
D. Matthews Tri
OPEN PROD
L. Gerke M.G.
V. Breese M.C.
J. Dyer Kaw
SUPER STREET
UNDER 600
F. Koren 550 Hon
G. Sachs 550 Hon
M. Salvisberg 350 Yam
OPEN SUPER STREET
P. Richards 750 Kaw
M. Kauzarich 750 Kaw
K. Bryant 900 Kaw
BOX STOCK
410
B. Lugliani 400 Yam
S. Stirrett 250 C-A
B. Mappes 400 Yam
411-OPEN
L. Gerke 650 Kaw
D. Nelson 750 Suz
S. Aguilar 750 Duc
SIDECAR
Coleman/Andres Suz
Marx/Parkinson Suz
Lougee/Hough Kaw

AMA D-35 TT
Fresno, CA
May 29, 1977
By Cosmic Cat & Co.

MINI
NOV
Tony Castro Yam
Craig Howard Yam
Sandy Stephens Yam
JR
Jim Toews Yam
Ritchie Morris Yam
Tim Patton Yam
EX
Mike Vital Yam
Rob Ely Yam
Chad Bettencourt Yam
100
NOV
Bob McCoy Yam
Leon Verburg Yam
Cris Hinote Yam
JR
Trampus Bettencourt Suz
Tim Martin Yam
Mike Teague Yam
EX
Chad Bettencourt Yam
Mike Ragan Yam
Frank Schoenbachler Suz
125
NOV
John Forner Suz
Curtis Sauret Yam
Lanny Alexander Yam
JR
Kent Card Yam
Gene Crter Hon
Mike Rodgers —
125
EX
Bob Church Suz
Scott Cude Yam
Rodney Sullivan Yam
200
NOV
Gary Wesson Yam
Jeff Robinson Bul
Marin Wright Bul
JR
Michael Padilla Yam
Mike Hall —
Bob Winters Yam
EX
Mike Garrison Yam
Kent Bowser C-A
Lee Pritchard Yam
250
NOV
David Rasenti Suz
Dennis Cox Yam
Bob Kriss Yam
JR
Harry Boudakain Suz
Wade Williams H-D
Mike Bailey Yam
EX
Rodney Sullivan Yam
Jesse Torres Yam
Jim Birkle Yam
500
NOV
Mike Miller —
Doug Killion Yam
Randy Claborn CZ
500
JR
Harry Boudakain Suz
Bruce Williams Yam
Dennis Watson Yam
500
EX
Scott Dinkins Yam
Kenny Welch Suz
Fred Gill Bul
OPEN
Jim McCracken Tri
Bob Young Tri
Rick Villanueva Yam

CMC PIR
Delta Park MX
Portland, OR
May 19, 1977
By B.J. Farnsworth/ Action Oz

MINI JR A
L. Moe Yam
J. Horne Yam
B. Clark Yam
MINI JR B
S. Leichner Yam
K. Kramer Yam
M. Kiemele Yam
MINI EX
J. Cropper Suz
100 JR A
L. Orem Suz
S. Orem Suz
G. Alton Yam
100 JR B
M. Kates Suz
J. Bechtold Yam
T. Carlson Yam
100 INT
D. Engstrom Yam
125 JR A
T. Siemers Yam
D. Reynolds Suz
M. Teeter Suz
125 JR B
T. Pitts Yam
R. Dehaan Yam
M. Moore Hon
125 INT
R. Godfrey Yam
D. Olson Yam
K. Lane Suz
250 JR A
J. Miller CZ
J. Thuney Yam
H. Kates Suz
250 JR B
B. Bernards Yam
C. Chancellor Kaw
S. Gates Yam
250 INT
J. Howard Suz
L. Womack Yam
J. Berggren Yam
OPEN JR
G. Bonds CZ
G. Rodgers —
OPEN INT
R. Earle Suz
D. Johnson Suz
OVER/HILL
M. Roberts Suz
D. Teeter Suz
125 PRO
J. Craun Suz
M. Gregson Kaw
250 PRO
M. Gregson Kaw
K. Jensen Yam
R. Blasdell Yam
OPEN PRO
L. Womack Yam
M. Gregson Kaw
B. Selander Bul

CMC MX
PIR Delta Park
Portland, OR
May 12, 1977
By B.J. Farnsworth/ Action Oz

MINI JR A
T. Snodgrass Yam
J. Horne Yam
B. Bradley Yam
MINI EX
J. Cropper Yam
100 JR A
M. Kates Suz
A. Tessman Yam
S. Garrison Kaw
100 JR
R. Wylder Yam
W. Cates Suz
G. Schafer Suz
125 JR A
D. Reynolds Suz
C. Simms Suz
R. Dunan Yam
125 JR
N. Brajavich Yam
C. Hood Hon
G. Richards Suz
125 INT
M. Newberry Suz
R. Godfrey Yam
D. Foster Yam
250 JR A
J. Howland Yam
N. Brajavich Yam
H. Kates Suz
250 JR
S. Perry Yam
P. Sparrow Yam
B. Woodson Mai
250 INT
S. Small Yam
K. Usher Yam
L. Womack Suz
OPEN JR
P. Lawson Mai
Mike Perry Mai
D. Solland Suz
OPEN INT
R. Earle Suz
OVER/HILL
D. Iverson Suz
B. Koch C-A
125 PRO
K. Jansen Suz
J. Craun Suz
C. Azar Yam
250 PRO
M. Gregson Kaw
L. Womack Yam
B. Hall Suz
OPEN PRO
L. Womack Yam
B. Selander Yam
M. Gregson Kaw

TT
Del Norte Racing Assn.
Crescent City, CA
May 15, 1977
By Peggy Percy

TROPHY DASH WINNERS
80cc BEG
JuJu Bales
80cc EX
Mike Uboldi
100cc
Vic Lilya
125cc
Don Bramlett
250cc
Lonnie Foster
OPEN
Danny Dugan
C MAINS
125
Steve Risley
Mike Gardner
250
Lee Stumpenhaus
Dave Stover
B MAINS
80cc BEG
Bill Bales
Bret Pont
Todd McNamer
80cc EX
Paul Baker
Wyane Hauzer
Jeff Pont
100cc
Randy Clinton
Chris Sandquist
James Miller
125cc
Kraig Hill
Mark Robson
Doug Blagg
250cc
Bill Davis
Charlie Mathews
Bruce Sylie
OPEN
Cecil Arispe
Rich LaRue
Dennis McLennan
A MAINS
80cc BEG
JuJu Bales
Norman Storm
Fred Eldred
80cc EX
Mike Uboldi
John Risley
Joey Gonsalves
100cc
Vic Lilya
Drew Roberts
Rick Pont
125cc
Don Bramlett
Jeff Barber
Cecil Airspe
250cc
Lonnie Foster
Tony Speck
Jeff Cook
OPEN
Randy Bigham
Wayne Blagden
Dave Hanestein
MONEY RACE
Tony Speck
Randy Bigham
Cecil Arispe

Semi Pro Half Mile
Orland, Calif.
May 30, 1977
By W.H. Spencer

80 JR/EX
Mike Ugoldi Yam
100 JR
Bobby Thomas Yam
100 EX
George Cummins Yam
Gary Blodgett Hod
125 NOV
Mike Zimmerman Yam
Pat Seigle Yam
125 JR/EX
Bob Cunnington Hod
Bob Trono Yam
200 NOV/JR
Troy Cummings Yam
250 NOV
Don Longnecker Yam
Kirk Hammon Hon
250 JR
Ron Arlt Yam
Bill McDonnell Bul
Todd Skov Bul
250 EX
Rusty Davis Yam
Kevin French Bul
Keith Day Yam
360 NOV
Mike McClure Hon
Doug O'Brien Hon
360 JR
Bill Ripley Bul
Dwane Larson Yam
Mike Galbraith Yam
360 EX
Don Bailey Yam
Rodger Slack Yam
Dennis Frisbie Yam
500 NOV/JR
Danny Dugan Yam
EXHIBITION
Buddy Robinson Yam
Jim Mertens Yam
Ray Dugan Yam

Semi Pro Half Mile
Orland, Calif.
May 29, 1977
By W.H. Spencer

80 NOV
Mike Uboldi Yam
80 EX
Brad Howard Yam
George Cummins Yam
100 NOV/JR
Bobby Thomas Yam
Chris Baker Yam
100 EX
George Cummins Yam
Bill Scott Hod
125 NOV
Mike Zimmerman Yam
Adam Maggetti Yam
125 JR
Larry Krusemann Yam
Jim Conger Yam
200 JR
Troy Cummings Yam
250 NOV
Don Longnecker Yam
Kirk Hammond Hon
Joe LeDuc Yam
250 JR
Jim Filice Yam
Todd Skov Bul
Ron Arlt Yam
250 EX
Rusty Davis Yam
Dave Faria Yam
John Sudberry Yam
360 NOV
Paul Hammers Yam
Rich Kroske Yam
360 JR
Dwane Larson Yam
Danny Dugan Yam
Dan McCafferty Bul
360 EX
Don Bailey Yam
Dennis Frisbie Yam
Rick Delacy Yam
EXHIBITION
John Gennai Tri
Paul Johnson Yam
Don Bailey Yam

Sidewinders TT
Clackamas, Oreg.
May 22, 1977
By Robyn Fisher

MINI 7-11
DASH
Ryan Fisher Yam
A MAIN
Ryan Fisher Yam
Ron Waters Yam
Rick Celorie Yam
MINI 12-15
Vic Parrish Yam
Bugsy Booth Yam
Gary Trull Yam
100 BEG
Mike Scott Hod
Tim Churchill Yam
Danny Walker Yam
100
Bugsy Booth Yam
Ryan Fisher Yam
Vic Parrish Yam
200
DASH
Daniel Rhone bul
A MAIN
Jeff McDaniel Yam
Scott Smith Hon
Dallas Greenslitt —
250
DASH
Tom DeCoy Bul
A MAIN
Rickie Ferris Yam
Tom DeCoy Bul
Jeff McDaniel Yam
B MAIN
Jim Bunger —
Bruce Scott bul
C MAIN
Pat Weissert Bul
500
Ray Fisher Yam

Sidewinders TT
Clackamas, Oreg.
May 20, 1977
By Robyn Fisher

NOV
HEATS
Steve Moner Yam
Jack Darling Hon
Butch Brown Hon
SEMIS
Mike Kunzman Yam
Tom McCullough Yam
DASH
Butch Brown Hon
Mike Adair C-A
Jeff Celorie Yam
JR
HEATS
Jim Mertens Tri
Jeff Campbell Tri
Mike Joseph Tri
SEMI
Brian Peterson Yam
DASH
Danney Hogue —
MAIN
Mertens Tri
Mike Joseph Tri
Jeff Campbell Yam
EX
HEATS
Randy Skiver Tri
Don Dodge Tri
Brad Hurst Tri
SEMI
Squire Tomassi —
MAIN
Randy Skiver Tri
Brad Hurst Tri
Don Dodge Tri
FAST TIME
Randy Skiver Tri

CMC MX
Delta Park
Portland, Oreg.
May 26, 1977
By B.J. Farnsworth and Action OZ

MINI JR
Sean Leichner Yam
Mark Suther Suz
MINI EX
Jeff Cropper Suz
100 JR
Mike Kates Suz
Lance Orem Suz
Russ Sunseri Yam
125 JR DIV A
Ted Bechtold Yam
Scott Kinde Yam
Matt Vincent Yam
125 JR DIV B
Denny Reynolds Suz
Mike Teeter Suz
Alan Mazour Yam
125 INT
Kevin Lane Suz
Eric Schumacher Suz
250 JR
Ronald Perry Suz
Rick Teeter Suz
Hobey Kates Suz
250 INT
Karl Usher Yam
Larry Womack Yam
OPEN JR
Don Iverson Suz
Jerry Menq Suz
OPEN INT
Richard Earle Suz
OVER THE HILL
Dick Teeter Suz
Don Iverson Suz
POWDER PUFF
Shannon McGonagle Yam
125 PRO
Mark Gregson Suz
Ron Dimeo Suz
250 PRO
Mark Gregson Suz
Ron Dimeo Suz
OPEN PRO
Bruce Selander Yam

T.M.R.A.
¼ Mile Flattrack
Benton Lane Park
Junction City, Oreg.
May 29, 1977
By Helen Bruhn

MINI BEG 85cc A MAIN
Chuck Chamberlin Hon
MINI 105cc A MAIN
Andy Bruhn Hod
Brian Loesch Yam
100cc A MAIN
Andy Bruhn Hod
Mitch Seitzinger Yam
125cc A MAIN
Tim Finley Yam
Dan Overman Yam
Mitch Seitzinger Yam
200cc A MAIN
Andy Bruhn Hon
Del Seitzinger C-A
250cc TROPHY MAIN
Terry Phillips H-D
Scott Carneau Kaw
250cc A MAIN
David Moore Bul
Michael Romig Hon
Phil Harless Bul
360cc A MAIN
Phil Harless Bul
OPEN A MAIN
Phil Harless Bul
Gary Dick Yam
250cc PRO A MAIN
Jon Gladman Hon
Brad Hurst Bul
Craig Lewis Hon
OPEN PRO A MAIN
Craig Lewis Tri
Gary Davis Tri
Terry Wiggins Tri

S.R.A.C. MX
Aztec Raceway
Grand Prix
Colo. Sprgs, Colo.
May 28&29, 1977
By Linda Donelson

MINI NOV
Charlie Privett Suz
Chip Shiplett Yam
Steve Gooden Hon
MINI AM
Brett Torgler Suz
Pat Murray Yam
Ken Vasgues Suz
MINI EX
Ted Loeffler Suz
Randy Isham Yam
Sam Salter Suz
125 NOV
Tim Linn Yam
Bob Lucchessi Suz
Greg Frank Yam
250 NOV
Jay Johnson Bul
Allen Dunlap Yam
Roger Halouska Bul
OPEN NOV
Steve Harris —
Jim Mitchell Yam

Vaughn Rubick	Yam
125 AM	
Mike Dempster	Yam
Joe Tessier	Hon
Jim Mitchell	Yam
125 EX	
Jay Rice	Suz
Mike Loeffler	Suz
Stacy Smith	Yam
250 AM	
Tim Garver	Yam
Kent Hornberger	Suz
Rusty Latimer	Suz
250 EX	
Arlo Englund	Hus
Albert Firestine	Yam
Dave Stermer	Bul
OPEN AM	
Dan Pate	Yam
Ed Perschbacker	Yam
Mike Turner	Yam
OPEN EX	
Bill Ferneyhough	Yam
Roger Smith	Yam
Dave Stermer	Bul

AMA D-35 TT
Rockyhill Speedway
Porterville, Calif.
May 21, 1977
By Cosmic Cat & Co.

MINI NOV	
Shawn Robinson	Yam
Randy Wesson	Yam
Jon Hevle	Yam
MINI JR	
Ritchie Morris	Yam
Nick Del Rio	Yam
Kenny McFerrin	Yam
MINI EX	
Mike Wesson	Yam
Mike Vital	Yam
Kirk Gilbert	Yam
100 NOV	
Kendal Elder	Yam
Leon Verburg	Yam
Chuck Mason	Yam
100 JR	
Tim Martin	Yam
Trampus Bettencourt	Suz
Darrin Peek	Yam
100 EX	
Mike Garrison	Yam
Mike Vital	Hod
Frank Schoenbacher	Suz
125 NOV	
Lanny Alexander	Suz
—	—
Curtis Sauret	Yam
125 JR	
Mike Rodgers	Yam
—	—
Mike Patton	Yam
125 EX	
Scott Cude	Yam
Kirk Smith	Hon
Bob Church	Suz
200 NOV/JR	
Bob Winters	Yam
Marty Brown	Yam
Gary Wesson	Yam
200 EX	
Mike Garrison	Yam
Roger Lady	Yam
Marty Hale	Yam
250 NOV	
Rdney Gee	CZ
Ron Scarbough	Yam
Brian Veale	Yam
250 JR	
Jimmy Dean	Yam
Patrick Cocagne	Suz
Harry Boudakain	Suz
250 EX	
Scott Podergois	Bul
Richard Torres	Yam
Scott Cude	Yam
500 NOV	
Randy Claborn	CZ
Rodney Gee	Yam
Marius Kodimian	Hon
500 JR	
Mark Journey	Bul
Paul Shafer	Yam
Kent Canaday	Yam
500 EX	
Scott Dinkins	Suz
Kirk Smith	Suz
Tom Kopriva	Yam
OPEN	
Bob Young	Tri
Steve Burford	Tri
Rick Villanueva	Yam

Santiam Spoke Spinners Poker run
Lebanon, Oreg.
May 22, 1977
By Action OZ

HARD COURSE	
H.W. Palmer	Mon
Dale Morrissette	Suz
Randy Stem	Yam
Jim Harry	Yam
Bill Fitzgerald	Suz
Dan Fitzgerald	Suz
Joe Brown	Hon
Jim Cate	Hon
Craig Hallock	Yam
Cliff Belcher	Kaw
Mike Doyle	Hon
Bob Fields	Suz
Roy Carlson	Suz
Dick Dodge	Suz
Brian Barreto	Mai
Tom Grey	Yam
Sylvia Newcomb	Suz
Jed Dyer	Yam
Larry David	Suz
Action OZ	Hod
Dennis McCloy	Suz
James Gourley	Yam
Larry Papadopolos	—
Bob Blackwell	Yam
Wayne Zimmerman	Yam
Dan Helget	Suz
Rob Hicks	Suz
James Eskeli	Suz
Larry Wiseman	Kaw
Johnny Miller	Hon
Todd Zimmerman	Yam
Brian Ballard	Suz
Ricky Digesti	Suz
DuWayne Womack	Yam
EASY COURSE	
Raymond Brant	Hon
Mark Van Epps	Hon
Doug Keller	Pen
Danielle Shearer	Hon
Clara Neill	Yam

Sand Hill Ranch MX
Brentwood, Calif.
May 27, 1977
By T. Houser

MINI NOV	
Larry Courtney	Yam
John Looney	Yam
Al Deshaies	Yam
MINI INT	
Gary Johnson	Yam
100-125 BEG	
Geoffrey Martin	Hon
Keith Pantell	Suz
Mike Wyatt	—
– °° NOV	
Byron Estes	Yam
Dave Houser	Suz
125 NOV	
Pete Langley	Suz
Tim Nobles	Yam
Rob Comstock	Hon
250 NOV	
Conrad Schmeckel	Yam
OPEN NOV	
Merle McCoy	Yam
Mike Underhill	Yam
Scott Land	Suz
125 EX	
Rodney Greener	Suz
250 INT	
Gary Moyer	Yam
250 EX	
Joey Schlag	Yam
POWDER PUFF	
Kim Britz	Hon
VETS	
Mike Underhill	Yam
ODYSSEY	
Mike Wester	Hon
Dave Dixon	Hon
Lawrence Beck	Hon
MINI MONEY	
Phil Anderson	Yam
TROPHY DASH	
Gary Moyer	Yam

DNRA
Crescent City, CA
May 29, 1977
By Peggy Percy

80cc BEG TROPHY	
JuJu Bales	
80cc EX TROPHY	
Andres Bales	
100cc TROPHY	
David Dantzman	
125cc TROPHY	
Cecil Arispe	
250cc TROPHY	
Tony Speck	
OPEN TROPHY	
Ken Percy	
250 C MAIN	
Hardy Hoefle	
Tommy King	
OPEN C MAIN	
Troy Duncan	
Mike Young	
80cc BEG B MAIN	
Todd McNamer	
Tory Duncan	
Tim Eldred	
100cc B MAIN	
Joey Gonsalves	
Ricky Russell	
Tom Coopman	
250cc B MAIN	
Rich LaRue	
Fred Coulson	
Troy Duncan	
OPEN B MAIN	
Alfred Larson	
Tim Nowlin	
Mike Broadbent	
80cc BEG A MAIN	
JuJu Bales	
Bret Pont	
Norman Storm	
80cc EX A MAIN	
Paul Baker	
Joey Gonsalves	
Andres Bales	
100cc A MAIN	
David Dantzman	
Drew Roberts	
Rick Pont	
125cc A MAIN	
Mark Robson	
Cecil Arispe	
Tom King	
250cc A MAIN	
Doug McWilliams	
Alan Mello	
Ken Percy	
OPEN A MAIN	
Ken Percy	
Randy Bigham	
Rich LaRue	
MONEY RACE	
Tony Speck	
Sam Armfield	
Brett Scott	

Oak Hill MX
Texas
May 22, 1977

MINI NOV	
Leonard Dodson	Suz
Larry McClish	Yam
Calvin Ollison	Yam
MINI SR	
Craig Riddle	Suz
Steve Pate	Yam
Terry Tinney	Yam
OVER 30	
Phil Oliver	Suz
Go Home Gorman	KTM
Dave Miekie	Suz
100 NOV	
Mike Medley	Yam
Chrles Bethel	Yam
Kelly Dozier	Yam
100 INT	
Brry McClish	Yam
Brent Fletcher	Suz
Ricky Calvin	Suz
125 NOV DIV 1	
Keith Thompson	Yam
Lonnie Brgen	Hon
Bruce Allen	Yam
125 NOV DIV 2	
Keith Oliver	Yam
Mark Edwards	Suz
Hugh Hance	Yam
250 NOV	
Greg Myers	Oss
Tim Brewer	Yam
Dave Jones	Bul
125 INT	
Mike Connell	Yam
Butch Grider	Suz
Marshall Turman	Suz
125 SR	
Trey Jorski	Suz
Kevin Hawk	Yam
Jackie Willis	Yam
250 INT	
Randy Tinney	Yam
Chuck Taylor	Pen
Steve Sheffield	Hus
250 SR	
Trey Jorski	Suz
Randall Tarter	C-A
Wyman Priddy	Bul
OPEN INT	
Andrew Cooksey	Mai
Chris Jones	Yam
Phil Oliver	Suz
OPEN SR	
Wyman Priddy	Bul
Randall Tarter	C-A
Mitch Milson	Hus

Sand Hill Ranch
Double Pt. Champ.
Brentwood, Calif.
May 29, 1977
By T. Houser

PEE WEE	
Mike Young	Hon
Mike Felix	Hon
MINI NOV	
Jeff Holder	Yam
Bill Green	Yam
Bob Rockafellow	Yam
MINI BOX	
Sam Knowlton	Suz
Rick Olson	Yam
MINI INT	
Gary Johnson	Yam
Dennis Houser	Suz
100 NOV	
Curt Hansen	Hon
Kenny Hentz	Suz
Matt Lorenzo	Suz
100 INT	
K.T. Barry	Suz
100-125 BEG	
John Frampton	Yam
John Gardner	Yam
Gary Carpenter	Suz
125 NOV DIV I	
Randy McGinnis	Suz
Mike Brown	Kaw
Brett Corkill	Suz
125 NOV DIV II	
Ron McClean	Suz
Jim Morten	Yam
Mike Chauncey	Suz
250	NOV
Conrad Schmeckel	Yam
Mike Williams	Bul
Gary Christian	Suz
OPEN NOV	
Conrad Schmeckel	Yam
Larry Bellamy	Yam
David Warren	Suz
125 INT	
Mike Spencer	Suz
Dale Perlo	Yam
250 INT	
Gary Moyer	Yam
Gary Fargo	KTM
OPEN INT	
John Herold	Mai
125 EX	
Phil Crane	Suz
Bob Geffert	Suz
Bill Johnson	Yam
250 EX	
Bill Johnson	Yam
Phil Douglas	Hus
Dave Mythen	Mai
OPEN EX	
Greg Douglas	KTM
Steve Eddy	Yam
VETS NOV	
Darren Courtright	Hus
Steve Slingerland	Mai
VETS INT	
John Herold	Mai
OLD TIMERS	
Jack Lewis	Bul
ODYSSEY	
Dave Dixon	Hon
Mike Wester	Hon

SRA European GP
Carlsbad, Calif.
May 29, 1977
By Sue Senn

first heat	
201-250cc	
Don Glover (Am)	KTM
Lance Tubbs (Am)	Yam
Scott Douglass (Am)	Yam
0-100cc	
Tommy Higgins (Nov)	Pen
Doug Martin (Ex)	Hon
Jeff Nuss (Nov)	Suz
SR	
Adam Padilla (Ex)	Mai
Bob Berdyck (Ex)	CZ
Dave Crowfoot (Ex)	Suz
MINIS	
Kevin Thompson (Beg)	Yam
—	—
Billy Evans (Nov)	Yam
101-200cc	
Kerry Olson (Ex)	Hon
Jeff (Goat) Hollie Am)	Yam
Stirling Hopson (Am)	KTM
WOMEN	
Louise Bates (Ex)	KTM
Dawn Taiement (Beg)	Yam
OPEN	
Craig Adams (Ex)	KTM
Wayne Martin (Ex)	Yam
Gary Bates (Ex)	KTM
SECOND HEAT	
201-250cc	
Lance Tubbs (Ex)	Yam
Scott Douglass (Am)	Yam
0-100cc	
Tommy Higgins (Nov)	Pen
Jeff Nuss (Nov)	Suz
Doug Martin (Ex)	Hon
SR	
Adam Padilla (Ex)	Mai
Dave Crowfoot (Ex)	Suz
Bob Berdyck (Ex)	CZ
MINIS	
Billy Evans (Nov)	Yam
Keith Senn (Nov)	Suz
101-200cc	
Steve Brown (Nov)	Yam
Jeff (Goat Hollie (Am)	Yam
Warren Barr (Ex)	Hus
WOMEN	
Louise Bates (Ex)	KTM
Dawn Taiement (Beg)	Yam
OPEN	
Wayne Martin (Ex)	Yam
Gary Bates (Ex)	KTM
Craig Adams (Ex)	KTM

R.A.C.E. MX
Corona, Raceway
Corona, Calif.
May 27, 1977
By Elaine Jones

MINI NOV	
Tim Higginson	Yam
Tim Hughes	Hon
Billy Wright	Hon
100cc NOV	
Ronald Jacobs	Suz
Larry Hernandez	Suz
Bob Henry	Suz
125cc BEG	
Mark Jarrett	Yam
Roger Thomas	Yam
Tom Hernandez	Hon
125cc NOV	
Keith Williamson	Yam
Tim Harris	Yam
John Gungl	Suz
125cc INT	
Jim Hall	Suz
Joe Price	Yam
Dave Rose	Suz
125cc PRO	
Marty miller	Suz
Chris Dooley	Suz
Doug lincoln	Suz
250cc INT	
Don Miller	Suz
Pat Hallinan	C-A
Don Glover	KTM
250cc PRO	
Marty Miller	Suz
Jim Lawson	Yam
Danny Jean	Suz
OPEN BEG	
Ralph Brown	Yam
Ray Glover	Yam
E. McQueen	Mai
OPEN NOV	
Kelly Carlisle	Suz
Jim Trask	Yam
Greg Ernst	C-A
500cc PRO	
Goat Breker	KTM
Kelly Callaway	Yam
keith Fearing	KTM

AMC Saddleback MX
Orange, CA
May 22, 1977
By Ed Blocker

125 PRO	
Kurt Sofka	Yam
Andy Kirker	Pro-Tec
Dave Burgers	FMF
250 PRO	
Alan Smith	Hus
Tim Tolar	Yam
Greg Youngsblood	C-A
OPEN PRO	
T.J. Warren	Mon
David Serig	Suz
Rick Brown	Mai
MINI	
Keith Songer	Hon
Steve New	Hon
MINI SR	
Warren Day	Yam
100 G BEG	
Bryan Eide	Hon
100 JR	
Dean Ventura	Yam
Mike Bronson	Yam
MINI PRO	
Chris Heisser	DG
Eric Collen	Yam
Reid Barnt	Yam
100 PRO	
Russ Eide	Hon
Jeff Hewitt	Suz
Roger Farr	Yam
125 BEG	
Stuart Prior	Suz
Greg Wagner	Hon
Jim Rose	Yam
125 JR	
Mike Bennett	Hon
Dale Tanke	KTM
Greg Hunter	Hon
125 INT	
John Layne	Hon
Rick Macki	Suz
Brad Schwan	Yam
250 BEG	
George Wagner	C-A
Dan De Arman	Mai
Bob Carvaljal	Suz
250 JR	
Steve Baker	Hus
Jeff Poirier	Mai
Alan Painter	Suz
250 INT	
Bob Cochran	C-A
Jim Tarantino	Suz
Robert Green	Yam
OPEN BEG	
Ed Dugan	Yam
Larry Bush	Yam
Frank Brown	Mai
OPEN JR	
Robert Braver	Suz
John Steele	Yam
Wayne Cornelious	Suz
OPEN INT	
Bobby Browne	Bul
Rick Watson	KTM
Andy Tancredi	Yam

Marysville MX
Live Oak, CA
May 15, 1977

50cc MINI	
Larry Azevedo	Ind
Todd Bercier	Hon
Carey Torsen	Hon
80cc MINI NOV DIV 1	
John Rucero	Hon
Mike Carruth	Suz
John Martin	Hon
80cc MINI NOV DIV 2	
Jim Horn	Suz
David Azevedo	Suz
Mark Agbulos	Yam
80cc MINI AM	
Brad Wilson	Suz
Tim Rosenburg	Yam
Tim Aston	Suz
80cc MINI EX	
Howie Ross	Suz
Kevin Cadieux	Yam
100 MINI NOV	
Sean Crothier	Suz
Jeff Cabral	Suz
Jerry Cabral	Suz
100 MINI AM	
David Reade	Suz
Todd Provine	Suz
100MINI EX	
Jim Robertson	Suz
VET EX	
Charlie Sexton	Yam
VET AM	
Ernie Cabral	Suz
VET NOV	
Jerry Griswold	Mai
Jammin John Flaherty	Suz
Steve Johnson	Hus
OLD TIMER NOV	
Earl Lewallen	Hus
West Kautzman	Hus
OLD TIMER EX	
Bill McClinton	Bul
Frank Hicks	Suz
100NOV	
Bad Brad Emery	Yam
Jeff Fuller	Suz
Jim Wacaster	Suz
POWDER PUFF	
Valerie Ferguson	Hon
125 NOV DIV 1	
Todd Devaughn	Yam
Ron Taylor	Hus
Brad George	Yam
125 NOV DIV 2	
John Therriault	Yam
Louis Cross	Suz
Scott Sexton	Yam
125 NOV DIV 3	
Dennis Smith	Suz
Ken McKenzie	KTM
Tom Breault	Hus
125 AM DIV 1	
Leon Ellis	Suz
John Dossey	Suz
Nick Casheros	Suz
125 AM DIV 2	
David Wetherbee	Suz
Bradley Harrison	Suz
Mark Fortin	Suz
125 EX	
Magoo Chandler	Suz
Pat Wilson	Hon
Rick Woodson	Suz
250 NOV DIV 1	
Albert Griego	Suz
Dennis Carevan	Hus
Ted Cabral	Suz
250 NOV DIV 2	
Robert Sayles	Hus
Nick Jarrell	Suz
Fred Turri	Hus
250 AM	
Tony Tamagini	Mon
Kelly Franklin	Suz
Jay Schroeder	Suz
250 EX	
Magoo Chandler	KTM
Pat Richter	Suz
Eugene McKenzie	Hus
OPEN NOV DIV 1	
Tony Patterson	Kaw
Larry Chase	Hus
Bill Lingley	Mai
OPEN NOV DIV 2	
Micheal Spratt	Yam
Chuck Perkins	Yam
Rodger Mills	Mai
OPEN AM	
Pat O'Donnell	Yam
Jim Inglebright	Mai
Lance Beauchamp	Hus
OPEN EX	
Brian Jodry	Suz
Duane Joice	Yam
Bill Swartz	Mai

A.M.E. Youth Div.
Indian Dunes
Valencia, CA
June 3, 1977
By Judy Greenberg

PEE WEE BEG	
Justin Souza	Itj
Erik Herrera	Ind
Jason Lilley	Itj
JR CYCLE BEG	
Bobby Headworth	Hon
Richard Villarreal	Hon
William France	Hon
0-83cc BEG 6-8 YRS	
Steven Clinger	Suz
Eric Lilley	Hon
Walter Arnemdariz	Suz
0-83cc BEG 9-11 YRS	
Paul Harrell	Suz
Ralph Vester	Suz
Don Goodwin	Yam
0-83cc BEG 12 & OVER	
Shawn Mabery	Yam
Mark Zehosky	Yam
Ronnie Jones	Suz
JR CYCLE JRS 6-8 YRS	
Steven Clinger	Itj
Walter Armendariz	Hon
Larry Turner	Itj
JR CYCLE JRS 9-11 YRS	
Brian Eckess	Hon
0-83cc JRS 6-8 YRS	
Eddie Hicks	Suz
0-83cc JRS 9-11 YRS	
David Seekins	Suz
Duane Headworth	Yam
Tony Nagy	Yam
0-83cc JRS 12 & OVER	
Mike Bess	Yam
Eddie Green	Yam
Louie Franco	Yam
0-83cc JRS 12 & OVER	
Kevin Brewis	Yam
Rick MacDonald	Yam
Mitch Cahoon	Yam
JR CYCLES INT	
Doug Peters	Ind
Gary Szilagyi	Hon
Frankie Armendariz	Hon

Short Track
Monterey Frgrnds.
Monterey, CA
June 4, 1977
By Burt Dinner

PEE WEE	
Dan Cahoon	Ind
60 MOD NOV	
Dion Markley	Yam
60 MOD JR	
Steve Mayfield	Yam
80 STOCK NOV	
Steve Milton	Yam
Rickey Cremona	Yam
Everett McDaniel	Yam
80 MOD NOV	
Dan Moore	Yam
Steve Milton	Yam
Laroy Deleon	Yam
80 MOD JR	

RESULTS

W.M.R.R.A. Road Race Seattle Raceway Kent, WA June 5, 1977 By Gary Morris

125 GRAND PRIX
Paul Peiroli Yam
Stewart Graham Yam
David Jones Yam
250 PRODUCTION
Gus Denzler Yam
Dave Wilson Yam
Marc Vail-Hayden Bul
250 GRAND PRIX SINGLE
Bob Loose Kaw
Marc Vail-Hayden Bul
Greg Tutmark Hon
250 GRAND PRIX
Alan Sedden Yam
Bruce Lind Yam
Dan Thorsen Yam
410 PRODUCTION
Greg McRae Yam
Rocky Phoenix Yam
Marty Wilkison Hon
550 CAFE
Pete Gilmartin Yam
Dave Edwards Yam
Randy Skiver Hon
750 PRODUCTION
Craig Williams Suz
Mark Leslie Suz
Mike Mays Duc
OPEN PRODUCTION
Randy Booth Kaw
Chris Michak Kaw
Rich Healey Kaw
OPEN GRAND PRIX SINGLE
Andy Harden Yam
Greg Tutmark Hon
OPEN GP (one heat)
Jim Dunn Yam
Bruce Lind Yam
George Roubicek Yam

AMA D-35 TT Rockyhill Speedway Porterville, CA June 3, 1977 By Cosmic Cat & Co.

MINI NOV
Jon Heule Yam
Shamus Bettencourt Yam
Blayne Hollenbeck Suz
MINI JR
Ryan Land Yam
Tim Patton Yam
Jim Toews Yam
MINI EX
Rob Ely Yam
Robert Land Yam
Mike Wesson Yam
100 NOV/JR
Kendal Elder Yam
Mike Hale Yam
Trampus Bettencourt Suz
100 EX
Mike Garrison Yam
Frank Schoenbachler Yam
Mike Ragan Yam
125 NOV
Mark Bailey Yam
Boyd Timmerman Suz
Stephen Calhoun Yam
125 JR
David Laughton Yam
Mike Patton Yam
Mike Rogers Yam
125 EX
Todd Parker Yam
Rodney Sullivan Yam
Lee Pritchard Yam
200 NOV/JR
Bob Winters Yam
Marty Brown Yam
Russel Uchiyama Yam
200 EX
Lee Pritchard Yam
Mike Garrison Yam
Danny King Yam
250 NOV
Ron Scarbrough Suz
Mark Bailey Yam
Rodney Gee CZ
250 JR
Not available
Robby Dilbeck Yam
Wade Williams Yam
250 EX
Jim Birkle Yam
Joe Brown Yam
Rodney Sullivan Yam
500 NOV/JR
Mark Journey Bul
Harry Boudakian Suz
Mike Davis Hon
500 EX
Kirk Smith Suz
Fred Gill Bul
James Crisp Suz
OPEN
Randy Griffith Tri
Bud Sturgill Yam
Carrol Jackson Tri

MRA/WERRA RR Pueblo, CO May 29, 1977 By Debbie Johnson

251-410 PROD
John Flieder Kaw
T.G. Witte Yam
Randy Skiles Yam
411-650 PROD
Tom Marquardt Hon
Dennis Zickrick Kaw
Paul Donaldson Suz
OPEN PROD
Bruce Enderle Kaw
251-410 CAFE
Bruce Sass Yam
Ricky Manka Yam
Jim Schulze Yam
411-650 CAFE
Bruce Sass Yam
Tom Marquardt Hon
Mark La Motte Hon
HVYWT CAFE
Dennis Korth Kaw
Trcy Fowler Kaw
OPEN CAFE
Bruce Sass Yam
Keith Pestotnik Kaw
John Flieder Kaw
FORMULA 1 GP
Keith Pestotnik Kaw
Bruce Enderle Kaw
Brian O'Neil Hon
FORMULA 2 GP
Bruce Sass Yam
Dennis Korth Kaw
Ricky Manka Yam
FORMULA 3 GP
Bruce Sass Yam
Dennis Korth Kaw
Ricky Manka Yam
FORMULA 4 GP
David Phelps Yam
Dale Ebersole Yam

Mini Motocross CA Minicycle Club Inc. Barona Oaks Rcwy San Dieg. CA May 15, 1977 By Betty Jo Gibson

0-9 JR CYCLE STK
Bobby Simons Hon
0-8 JR CYC MOD
Jason Barney Hon
0-8 NOV 83cc STK
Charles Sampson
POWDER PUFF EX
Pam Couture
Julie Smith
9-11 NOV 83cc STK
Tim Hale
Mike Rose
Frank Brundage
9-11 NOV 83cc MOD
Tim Hale
Mike Rose
9-11 INT 83cc STK
Ramon Castanares
9-11 EX 83cc STK
Jon-Jon Belisle
12-OVER NOV 83cc STK
Brian Thomas
Mike Monsequr
Ken Warne
12-OVER NOV 83cc STK
Mark Howell
Scott Swift
Steve Patterson
12-OVER NOV 83cc MOD
Brian Thomas
Mark Howell
12-OVER EX 83cc STK
Curt McCuistion
12-OVER EX 83cc MOD
Scott Meyers
Curt McCuistion
12-OVER INT 83cc STK
John Carer
Scott Bullard
12-OVER INT 83cc MOD
Rory Chenowth
OPEN 105cc
Curt McCuistion
100cc NOV
Jeff Ness
125cc NOV
Jeff Ness
Dolan Peterson
Brett Baehr
125cc EX
Rick Johnson
John Sotelo

Motocross Barron Fork Rcwy. Tahlequah, OK June 5, 1977 By Ben Johnson

0-80cc 12 & UNDER
Chris Baeser Yam
Bryon Bull Yam
Brodley Sexton Yam
0-80cc 15 & UNDER
Jeff Baehler Yam
Therron Hallon Yam
Royce Singletary Yam
125 NOV
Paul Beckham Suz
Teddy Ashcroft Suz
Mike Beckham Suz
125 AM
Butch Grider Suz
David Bellm Suz
Alvin Myers Suz
125 EX
Trey Jorski Suz
Wes Patterson Yam
Mike Patterson Suz
250 NOV
Donnce Bristow Yam
Lyle Knott Mai
250 AM
John Werthen Suz
Bryon Little Suz
Rich Cunningham Suz
250 EX
Trey Jorski Suz
David Lahey KTM
Greg Prestage Yam
OPEN NOV
John Pittman Suz

S.R.A.C. MX Valley Dirt Riders Berthoud, CO June 5, 1977 By Linda Donelson

MINI NOV
Tim Hawkins Yam
John Beazley Yam
Tony Herrera Yam
MINI AM
Dave Peterson Yam
Pat Murray Yam
Mark Gilseth Yam
MINI EX
Ted Loeffler Suz
Brent Kennedy Suz
Sam Salter Suz
125 NOV
Dean Villaverde Hon
Jerry Hilgenberg Hon
Greg Wilkins Suz
125 AM
Kurt Demick Suz
Alan Smith Suz
Rusty Latimer Suz
250 NOV
Jay Johnson Bul
Mike Kosman Hon
Chuck Dickerson Suz
250 AM
Mark Woodward Yam
Jim Van Cleave Yam
Kent Hornberger Suz
OPEN NOV
Steve Harris Yam
Tom Haller Pen
Len Marks Yam
OPEN AM
Dan Pate Yam
Randy Fite Hus
Dave Forth Kaw
EX
Kurt Severson Mai
Tony Nichols Yam
Bruce Wilson Mai
100 AM
Kevin Mansfield Yam

CRC Pucker Bunny Red Mountain, CA April 17, 1977

ONE LOOPERS
Pat Wilson Suz
Greg Finney Yam
Chris Gables Yam
Clark Dalton Yam
Alice Bales Hon
Tim Chapman Hon
Steve Thomas Hod
Nancy Rasmussen Suz
Gayle Vanderbilt Yam

Mountain High International MX North Fork, CA June 5, 1977 By Diane Wallace

MINI JR
Earle Phillips Yam
chad Nelson Hon
Ron Diaz Hon
PEE WEE
Gary Lambert Hon
MINI INT
Don Licon Hon
Trry Boyett Hon
Darin Vanderpool Yam
100 JR
Gary Lehman Suz
Clifford West Yam
Gary Smith Hon
100 INT
Roger Guzman Suz
Kent Woods Suz
Darrell Edwards Hon
125 JR DIV 1
Eddie Jiminez Yam
Jeff Tunnell Hon
Randy Brown Hus
125 JR DIV 2
Steve Alacron Yam
Louie Davis Hon
Dion Knepper Yam
125 INT
Tim Hebard Suz
Brian Bowen Suz
Rob Stuart Hus
125 PRO
Tim Worth Suz
Sammy Holland Suz
Dennis Brand Suz
250 JR
Phil Ward Yam
Rod Smith Yam
Mark Shafer Suz
250 INT
charles Brady Suz
Joe Grassi Hus
Kent Woods Suz
250 PRO
Parry Klassen Yam
Dennis Brand Suz
Don Franklin Mai
OPEN JR
Sheldon Otto Yam
Rex Myers Suz
Gary Wilson Suz
OPEN INT
Doug Swarthout Suz
Van Lawrence Suz
OPEN PRO
Parry Klassen Yam
Greg Douglas KTM
Bruce Lindquist KTM

IRP MX Kent, WA June 3, 1977

MINI EX
Phil Larson Suz
Tim Davis Yam
John Spooner Suz
MINI JR
Cory Klaudt Suz
Jeff Johnson Suz
Scott Wooten Suz
100 INT
Kevin Parker Suz
Bill Rowland Hon
Jayme Nickle Hon
100 JR
Jeff Hayden Suz
Steve Spooner Suz
Mike Rueger Suz
125 PRO
Pat Jacobson Suz
Gary Racca Yam
Duane Marker Hon
125 INT
Rod Casper Suz
Steve Brg Suz
Bob Dawson Suz
125 JR
Bill Ahlquist Suz
Kevin ODonnell Suz
Lenny Schwab Hon
250 PRO
Jay Looker Yam
Jim Bollerud Kaw
Roger Skavlem Mai
250 INT
David Hashman C-A
Rod Caserp Suz
Bob Powers Mai
250 JR
Ed Gellenbeck Yam
Steve Dobrinski C-A
Brian Vance Hus
OPEN PRO
Pat Jacobson Suz
Ed Therriault Yam
Rick Weidman Hus
OPEN INT
Ken Eanes Suz
Lloyd Stewart Mai
OPEN JR
Scott Daugherty Mai
Steve Spooner Suz
Gary Kerr Hus

Short Track South Bay Park Chula Vista, CA June 4, 1977

250 PRO
Richie Volk Yam
Eddie Lawson Bul
Travis Petton, Jr. Yam
500 PRO
Eddie Lawson Bul
Richie Volk Kaw
Earl Roloff, Jr. Yam
SPEEDWAY
Larry Kosta
Steve Nutter
Bill Dunlap
MINI
Curtis Cannon Yam
Scott Meyer Suz
Jimmy Rosa Yam
125 SPORTSMAN
Chris Cannon Yam
Bobby Garabedian Yam
Todd Brown Yam
250 SPORTSMAN
Billy Hicks Yam
Charlie Schleiger Yam
Rich Anders Yam
500 SPORTSMAN
Geoff Dawson Yam
Kenny Standifer BSA
John Kent Yam

CMC Motocross Carlsbad Raceway Carlsbad, CA June 12, 1977

MINI EX
Bob Nolin Yam
MINI JR
Kerri Paulsen Yam
Mike Hughes Suz
Ron Mangold FW
100 JR
Jim McCarly Yam
Pat Taylor Hon
Bob Ventura Yam
100 INT.
Tommy Higgins FMF
500 PRO
Mark White Hus
Wayne Boyer Yam
Dan Steele T.S.
500 INT.
Chris Chaffee Yam
Bart Rague Suz
Bud Anderson T.S.
500 JR
Jim Dunn Suz
Milton Shadoan Mai
Mike Guerra W/M
250 PRO
Steve Rhyan KTM
Wayne Boyer Yam
Dan Steele TS
250 INT.
Mike Sole Kaw
Jim Hanley Mai
Gene Foster Mai
250 JR 1
Steve Chandler Yam
Robert Miller Suz
Milton Shadoan Mai
250 JR 2
Skip Wansley Yam
Dave Riffel Suz
Dana Wiese Suz
125 PRO
Corki Moore JT
John Tessitore DG
Terry Shekell Yam
125 INT.
Rick Relucio RMB
Paul Thede SOP
Mike Schoffstall Hon
125 JR 1
Mike Shadoan Suz
Chris Harrold Yam
Steve Hightower Yam
125 JR 2
Dave Aldrich Suz
Bryan Hart Yam
Bryan Werner Suz

A.M.E. Night MX Sprockets Park Bakersfield, CA June 4, 1977

100 BEG
Bruce Thompson Suz
125 BEG
Tom Walker Hon
Bryan Reaves Suz
Marty Hess Suz
250 BEG
Ralph C. Collins Hon
Mark Samberford CZ
Curt Stephens Ossa
MINI JR
Gene Stephens Yam
Vernon Jones Hon
Chris McCauley Hon
100 JR
Mike Christian Hon
Greg LaJole Hon
Billy Handal Suz
125 JR
Gary Jones Suz
John Molinaro Suz
Vern Trahan Yam
250 JR
Guy Bradshaw Suz
Bruce Zorce Yam
Jim Davis Suz
500 JR
Bryan Kennedy Yam
Scott Walker, Jr. Yam
Terry Brewer Suz
100 INT
K. T. Barry Suz
Mike Yafchak Yam
125 INT
Mike Willis Suz
Dave Strong Suz
Duffy Phelps Suz
250 INT
Steve Williams Suz
Dennis Stubblefield Suz
Tim Schmidt Suz
500 INT
Don Hopkins Yam
Robert Gordon Yam
Steve Simmerman Yam
MINI EXP
Mike Yafchak Yam
100 EXP
Jim Crowder Suz
Mike Nance Suz
125 PRO
Gary Denton Suz
Andy Jannings Yam
Bob Kline Hon
250 PRO
Jeff Vidic Yam
Dave Haugh Mai
Greg Youngblood C-A
500 PRO
Monte McCoy KTM
Don Hansen Yam
Rusty Hunt Yam
VET
David Rogers Suz
Frank Fernandez Yam
Don Hopkins Yam

Short Track Cycleland Spdwy Chico, Calif. June 4, 1977 By Patty Piston

80 NOV
Tim Aston Yam
Richie Hiatt Yam
Mike Gresham Yam
80cc JR/EX
Jim Souza Yam
Bobby Thomas Yam
100cc COMBINED
Scott Dickerson Suz
Bobby Thomas Yam
SPORTSMAN CLASS
100 NOV
Don Roberts Yam
Ken Wolcott Suz
125cc NOV
Keith Williams Hon
Tony Cunha Hon
Chick Atkinson Kaw
EX 0-360cc
Ken Gray Yam
Tom Cantrell Yam
Dallas Turner Bul
200cc NOV
Hal Hook C-A
Dan Duerr Bul
Nick Jaconetti Bul
250cc NOV
Chuck Atkinson Kaw
Jeff Burbank Bul
Joe Karakas Suz
360cc NOV
John Heemsbergen Hon
125cc JR
Joey Jaconetti Yam
Jim Conger Yam
200cc JR
Troy Cummings Yam
Alvin Jenkins Kaw
250cc JR
Dave Nakao Bul
Doug REiswig Bul
Bruce Koistenen Bul
360cc JR
Scott Longnecker Yam
250cc EX
Ken Grey Yam
Micky Krusman Yam
Mike McAvoy Yam
360 EX
Dennis Frisbee Hon
Dick Turner Yam
Manuel Crummet Bul
HANDICAP RACES
200 HANDICAP
Tom Green Yam
Pete Upton Yam
Troy Cummings Yam
250 HANDICAP
Mark Weber Bul
Jeff Burbank Bul
Mickey Krusman Yam
360 HANDICAP
Dallas Turner Yam
John Heemsbergen Hon
Dennis Frisbee Yam

AMC Motocross Saddleback Park Orange, CA June 12, 1977

MINI BEG.
John Rose Yam
Larry Martin Yam
INT.
Ross Klatt Yam
Kenny Allen Suz
PRO.
Bryon Antonacci Yam
Chris Heisser Suz
100 BEG.
Larry Hernandez Suz
JR.
Brian Fountain Yam
INT.
Tom Satchell Yam
Greg Fountain Suz
PRO.
Jeff Ward FMF
Mitch Musgrave Hon
125 BEG.
Alan Mahoney Suz
Mike Rye Yam
Bob Hicks Yam
JR.
Clyde Wilson DG
Arthur Shojii Yam
Ted Hoyt Yam
INT.
Gary Tomlin Hon
Jim Cote Suz
John Layne Hon
PRO.
Lance Moorewood Yam
Tim Lunde Yam
Cliff Lett FMF
250 BEG.
Carl Powell Kaw
George Wagner C-A
ClarkWilson Yam
JR.
Robert McBrown Suz
John McLaughley JBL
Alan Painter Suz
INT.
Jim Tarantino Suz
Matt Tedder KTM
Elliott Brainard Yam
PRO.
Mike Bell Yam
Scott Gillman Yam
Gary Jones Ammex
OPEN BEG.
Bryan Holdren Suz
Kurt Hamilton Suz
Larry Bush Yam
JR.
Steve Gordon Mai
Jimmie Roy Mai
Ed Dougan Yam
INT.
B. B. Bourne Bul
Don Ruth Mai
Bob Perez Yam
PRO.
Mike Bell Yam
Donnie Hansen Yam
Jon Derhammer Mon

CMC MX Delta Park Portland, OR June 2, 1977 By B.J. Farnsworth/ Action Oz

MINI JR
Lance Craun Yam
Darrin Currier Yam
Mark Sather Suz
MINI INT
Eric Hall Suz

CALENDAR

Calendar listings are a free reader service. All information is the responsibility of the event promoter. To be certain, call the phone number listed before going to an event.

June 15

SPEEDWAY RACING
Inland Spdwy., San Bernadino, CA. 1st race 8 pm. 213/446-0969 Also June 22.

R.A.C.E. HALF MILE AND TT
Corona Rcwy., Hwy. 91 & Buchannon, Corona, CA. All classes. 714/735-1705. Also June 22

CMC MOTOCROSS
South Bay Park Spdwy., San Diego, CA. I-805 S from Chula Vista, take Junction 117 and go E 5 mi. All CMC classes, incl. Pro Entry $7, CMC lic. req'd. P.O. Box 995, Chula Vista, CA 92010. 714/420-7414. Also June 22

June 16

SPEEDWAY RACING
Irwindale Rcwy., Irwindale, CA. 1st race 8 pm. 714/492-9933. Also June 23

CMC NIGHT MOTOCROSS
Portland International Rcwy., Portland, OR. I-5 N to Delat Pk. exit. Mini through Open classes. 100% Pro p.b., 30% trophies. P.O. Box 17010, Portland, OR 97206. 503/285-6635. Also June 23

CMC MOTOCROSS
Ascot Speedway, Gardena, CA. 213/376-5687. Also June 23

ROUGH SCRAMBLES
Sacramento Rcwy., Hwy. 16, S of Mather AFB. Gates open 6 pm. Entry $5, spec. $2.50. Minis and up. 916/362-2653. Also June 23

June 17

CMC NIGHT MOTOCROSS
Irwindale Rcwy., Irwindale, CA., at 605 and 210 Frwys. Pit opens 4:30 p.m.; sign 'til 6:30; prac. 6-7:00; race 7:30 p.m. Every second Friday of month is Points Night. Buy entry at track night of event. 714/557-3323. Also June 24

CLASS A SPEEDWAY
Cal Expo Rodeo Arena, Sacramento, CA. AMA sanct. 8:15 pm start. Also June 24

SPEEDWAY RACING
Orange County Frgrds., 88 Fair Dr., Costa Mesa, CA. 1st race 8 pm. 714/492-9933. Also June 24

SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo and Vasco Rd. Gates open 4 pm, race 7:30. Entry $8. 100% Ex. p.b., trophy dash, all-comers Mini money race. 415/634-3328, 634-1667. Also June 24

AME NITE MOTOCROSS
Indian Dunes, Valencia, CA. Prac. 7 pm, race 8. Post entry only, $6, Pros $10. 100% p.b. to Pros, 30% trophies. $4000 med. covg. 213/881-5778 Also June 24

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy. 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705. Also June 24

SHORT TRACK
Medford Rcwy., Medford, OR. Mini, 100, 125, 200, 250 and Open classes. Entry $4. 503/779-0866. Also June 24

AME YOUTH DIVISION MX
Indian Dunes, Valencia, CA. Mini track. All classes, Pee Wee thru 105cc, 33% brass. Prac. 7 pm, race. Entry $6, memb. req'd., $8. $4000 med. cov. 213/881-5778, Also June 24

D-36 TT SCRAMBLES
Lodi Cycle Bowl, Lodi, CA. Gates open 5 pm, prac 5:30-7:30, race 8. Mini thru Open classes. Entry $4. Class "C" traction only. No camping. 209/368-7182. Also June 24

AFM STADIUM ROAD RACE
605 Speedway, 4900 Rivergrade Rd, Irwindale, CA. 605 Fwy to Los Angeles St. exit. Lightweight, Middleweight and Heavyweight POSTPONED plus GP. $500 purse. Entry $12 ea. class. Heats, semis, mains and trophy dash. 4996 Argyle Dr., Buena Park, CA 90620. 714/523-3892.

MRA EXHIBITION RR
Pueblo (PMI), CO. I-25 to Colo. 50 to Pueblo Rd. Mountain Roadracing Assn., P.O. Box 213, Wheatridge, CO 80033. 303/936-3856.

KCIR MOTOCROSS
Kansas City, KS. 816/358-6700, 796-4157. Also June 24

June 17-19

NHRA M/C DRAG RACING
Beech Bend Internat'l Rcwy., Bowling Green, KY. Fri: Qualifying, time trials, record runs. Sat: Qualifying, time trials, record runs, class elim. Sun: Final eliminations. Entry $25 Pro, $15 Sptsmn. National Motorcycles Championships, Beech Bend Park, Bowling Green, KY 42101. Pre-entry must be postmarked by June 1. $12,000 cash and awards. 502/384-5192.

AMA GRAND NATIONAL RR
Bryar Motosport Park, Louden, NH. Camel Pro Series. Tickets from any Eastern Ticketron outlet. $20, in advance for 2 days of short track and 2 days of road racing. Laconia Motorcycle Classic, 31 Boylston St., Brookline, MX 02146. 617/277-1748.

June 18

TT AND HALF MILE
395 Cycle Park, Adelanto, CA. No membership req'd. Prac. 7, race 8 p.m. Entry $4. Half mile program 1st, then TT. Gate $2. 25% brass. 714/246-6109.

D-36 SHORT TRACK
Cycleland Spdwy., 14 mi. south of Chico, CA, at Hwy. 99E and Gage Shippee Rd. All classes thru 360cc. Sign up 5:30-7 pm, prac. 7, gates close 7:30, race 8 pm. Entry $4.50, Ex. $6. Class "C" traction. Pitmen must wear white, full leathers req'd. 916/342-9302 Also June 25

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. Gates open 4 pm, prac. 7, race 8. Post entry only, $8 Sptsmn., $10 Pros. 100% p.b. to Pros, 30% brass to Sptsmn. Memb. req'd., $8. $4000 med. covg. 213/881-5778.

D-37 TT SCRAMBLES
Elsinore Rcwy., Elsinore, CA, Hwy. 71 at Lagonia. All classes. Enty $4, $2 gate. Sign up 6 pm, race 8. 714/521-0171.

D-36 SEMI PRO SHORT TRACK
Monterey Fairgrounds, Fairgrounds Rd. and Casa Verde. Entry $5, Ex. $6, 100% p.b. to Ex. Sign up 6 pm. 408/899-2401, 394-8225.

CLASS A SPEEDWAY
Dan Russell Arena, Folsom, CA. AMA sanctioned. Start 8:15 pm. Also June 25

D-36 SEMI PRO SHORT TRACK
Oakdale Pioneer Arena, Oakdale, CA. Btwn. Oakdale and Escalon, off Hwy. 120, south on Pioneer Ave. All short track classes under 500cc. Sign up 4:30-6:30 pm, prac. 5-6:30, race 7. Entry $4, 2nd bike $3. 209/847-5558, 869-1457.

SHORT TRACK
Country Fair & Napa Town, Napa, CA. Gates open 3:30 pm, Prac. 5, race 7. Classes: 125, 200, 250, 360 Nov; 250, 360 JR, Ex. Also Minis. High point series. Aragon M.C., P.O. Box 1311, Novato, CA 94947. 415/892-5350.

TMRA NIGHT SHORT TRACK
Benton Lane Park, 4 mi. west of Junction City, OR on Hwy. 99 W. Sign up 5:30-6:30 pm, prac 6-6:45, race 7. Entry $4, Pro $6. Mini thru Open plus 250 and 251-Open Pro classes. 503/746-4505. Also June 25

SHORT TRACK
South Bay Park Spdwy., San Diego, CA. I-805 south from Chula Vista, take Junction 117 and go east 5 mi. 2 Pro classes, 250 and 500, 4 Sptsmn classes w/req'd. stock frames. No assn. card req'd., track will carry ins. 714/420-7414, 469-6092. Also June 25

SADDLEBACK SATURDAY MX
Saddleback Pk., Orange, CA. Gate opens 7:30 am, prac. 8-8:30, race 9. Pros race 40 min, others 30 min. Entry $8, Pros $13. No membership or mail entry req'd. 33.33% trophies. 714/495-4771. Also June 25
Co-sponsored by MSL Lubricants. $600 purse, USGP tickets, T-shirts, hats.

HARE SCRAMBLES
Ottawa, KS. "The Family Race." Minis at 4 pm, Senior, Women and Beginners at 5, all others at 6. 913/242-4741 days, 242-6653 eves.

June 18-19

OLD TIMERS NATIONAL MX
Mammoth Lakes, CA. Los Angeles Old Timers annual Nat'l. Old Timers, OTHG, vets (+30) 3 motos per day, ride both days. Spstmn class restricted to sons/daughters of entrants ride 1 day only. Entrys open May 1, close Jun. 1. Entry $20 Spstmn. $10. 40% trophies. 20408 Blue Mtn. Dr.,, Walnut, CA, 91789. 714/595-5219.

K.O.T.A./ATA TRIALS
Davis Ranger Station, 40 mi. east of Bakersfield, CA. All classes. Entry fee $12 ATA memb., $16 non-memb. Post entry $16/$20. Greenhorn 2-day trial. 28290 Arnold St., Bakersfield, CA 93305. 805/871-2821.

June 19

D-37 HARE SCRAMBLES
Limed from Trona Rd., Red Mountain, CA. 22nd annual Buzzard Run, Steve Wagner Benefit. 9 am start. Kids' race Sat., 3 pm. 213/358-2878
The Steve Wagner Readjustment Fund will be open until the Buzzards M.C. Hare Scrambles. Contact Mike Leckich, 3515 Allington St., Long Beach, CA 90805. 213/531-2647.

SRA GRAND PRIX
Racing World, Trabuco Cyn., CA. Father's Day GP. All post entry — if son/daughter ride, Pop rides for free. All classes from under 16 to Senior. O/N camping OK. SRA comp. lic. req'd. 213/320-1015.

SHR MARATHON
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo and Vasco Rd. 100, 125, 250 and Open classes. No minis. Riders must be signed in by 9:30 am sharp. All ride together, scored separatley. 415/634-3328, 634-1667.

MOTOCROSS
Sunshine Cycle Pk., Tucson, AZ. I-10 to Palo Verde, south to track. Gate opens 8:30 am, prac. 9, race 10. Entry $8, Pros $12. 100% Pro p.b. Phoenix riders pay only $3 admission (except Pros). 602/705-1490.

AMA 125cc NATIONAL MX
Midland MX, Midland, MI. Support class TBA.

CMC MOTOCROSS
Frenchie's Resort, 8 mi. south of Garberville, CA. Minis through 350 Open. Entry $8, Semi Pro $15. Semi Pro p.b. Liquid Filled Racing Team. 707/443-4061.

D-36 HALF MILE
Santa Clara Cnty. Frgrds., San Jose, CA. All short track classes, mini to 500cc. Entry $6 per machine. Amateur and Semi Pro. Sign up 7:30-10:30 am, prac. 9:30-11, 1st race noon. All American M.C. 415/327-4461.

CRC TRIPLEHEADER
Indian Dunes, Valencia, CA. Shadow Glen area. Jackass GP. 3 mi. course, fin. pins, trophies, $ to Ex. Entry $12 mail, $15 post, Ex. $15 (post only). Team race on GP course, 3 pm, 2 riders, 1 bike, post entry $8 per rider, $2

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INDIAN DUNES

Double Header
Sunday, June 26

Shadow Glen Track

AME Youth Division

3rd Event of 6 race **$5,000** 1977 Summer Series

Guaranteed payback per event:
1st $75, 2nd $35, 3rd $25, 4th $15

● Plus $50 each race added to a point fund to be awarded to the top 4 finishers over the entire series

Special race for Father's Day

Top 3 in each class receive trophies — Free Entries
● 33% Trophies to all Sportsmen ● 3 foot 1st place trophies

Entry $10 Phone or Mail (2 or more clases $8) $20 Post
Mini Pro $15 Phone or Mail, $25 Post

DURA LUBE · electro · Pasadena HONDA · PRESTON PETTY PRODUCT · SPECTRO

International Track

Also — same day Full AME MX program on Int'l. Track
Entry: Pros — $15 Phone or Mail, $20 Post
Sportsmen $8 Phone or Mail, $10 Post
Membership required $8

AME racing every Friday night and 2nd & 4th Sundays at Indian Dunes

for more info call AME 213-881-5778 or 805-524-1260
AME, PO Box 1421, Reseda, CA 91335

No Pit Riding at Indian Dunes

RACING WORLD

Events Scheduled:

Motocross
June 19
on Marty
Smith track
June 26
$1,000
Purse MX

MX track open
5 days a week
Trails open for
riding 7 am til dusk
7 days a week
714-581-6400 Trabuco Canyon

Mini Qualifier June 18

AMA

Canyon Raceway
Phoenix, Arizona
Race Time 6:30 PM
additional info:
602-992-0359

A fool
and his cycle
are soon parted.

GO FOR IT

ADRA Race Schedule

Arizona Desert Racing Assoc.
Call for date of next event

602-252-1900

AMERICAN MOTO-CROSS A.M.E. ENTERPRISES

Youth Division Indian Dunes
Calendar of Events
213-881-5778

Friday, June 17 — Mini Track
Friday, June 24 — Mini Track
Sunday, June 26 — Shadow Glen Course
Friday, July 1 — Mini Track

AMC

RACE SCHEDULE
June 19 — No Race
June 26 — Saddleback
July 3 — Carlsbad
July 10 — Saddleback
INFO 714-581-2778

CALENDAR

discount to CRC memb. Twilight TT, all classes. 1st race 4:30 pm, discount to CRC memb. and GP entrants. CRC, 24518 Island, Carson, CA 90475. 213/830-7519.

MOTOCROSS
Mosier Valley MX Park, Arlington, TX. Rain or shine. $663 guaranteed purse or 50% of gate if rain. Brass to six places. Free keg beer. Gate $3, Nov. entry $5, Int. $6, Ex. $7. Nov. prac. 9 am, race 10. Int/Ex. prac. 1 pm, race 1:45. Payoff to Senior classes only. All classes 817/277-9917, 267-9153.

MINI MOTOCROSS
Barona Oakes Raceway, Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Cyn. Rd. 11 mi. O/N camping. Sign up closes 8 am sharp. Late entry $10, guest rider $9. 714/749-2525, 479-1572, 440-1843.

CMC MOTOCROSS
Mountain View Cycle Park. 4 mi. SE of Sandy, OR. Hwy. 211 to Bornstedt Rd., left to Rude Rd., right to track. All classes plus 30-40, Old Timer, Beg. Entry $8 Sptsmn, $12 Pro. 100% p.b. to Pros, 30% trophies. Gate opens 8 am, prac. 9, race 10. 503/668-7254, 665-6062.

D-36 SEMI-PRO MOTOCROSS
Santa Cruz Cnty Frgrds., Hecker Pass Rd., Hwy. 152, Watsonville, CA. Signup 6 am, prac. 8, race 9:30. Entry $6.50 plus gate for Nov/Am., Ex. $15. 100% p.b. to Ex. Ridge Runners M.C. 408/426-3237, 475-3619.

DRA HARE SCRAMBLES
California City, CA, S of Galileo Hill. 3x20 mi. loops, start 9:30 am. DRA points, $380 purse, 20% trophies, fin. pins, 4-wheel rescue. Limed 17 mi. N of 4/Corners, Hwy. 395 and from Cal City Golf Course. 714/373-4647.

MOTOCROSS
Motorcycle Rcwy., Oklahoma City, OK. 405/627-3989.

U.S. 500cc MOTOCROSS GP
Carlsbad Rcwy., Carlsbad, CA. No overnight camping, gates open 7 am. Sponsored by Hang Ten and Bel Ray. Tickets at Ticketron outlets, at the gate, or from Trippe, Cox Associates, P.O. Box 16277, Irvine, CA 92713. 714/831-3540.

HI DESERT CROSS COUNTRY
Jackpot, NV, Hwy. 93 to Mile Long Airport. Entry $15. Cash purse and trophies. Sponsored by Cactus Petes and Horseshu casinos. P.O. Box 198, Jackpot, NV 89825. 702/755-2259, 755-2321.

CMC MOTOCROSS
Mountain High Internat'l, 34 mi. NE of Fresno, CA. Hwy. 99 to Hwy. 41 to North Fork, O'Neals turnoff to rd. 200 to Rd. 221 (14 mi.). If coming from north, Hwy. 99 to Madera Hwy. 145 to Hwy. 41 and follow lime. 100% Pro p.b., 30% brass. Entry $7 mail, $9 post, $15 Pro. 5780 E. Holland, Fresno, CA 93727. 209/291-8793.

MVMC MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy. 60, take Theodore off-ramp. All classes. 714/653-2633, 735-1301.

SEMI-PRO CMC MX
Action Rcwy., 5 mi. west of Corning, CA., on Corning Rd. off I-5. Gate opens 7:30, prac 9, race 10 a.m. Expert/Pro entry $15; Nov., Int. 8. 100% Exp. payback. 100% trophies to Pee Wee. Rain or shine. 916/241-1100.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. Gate opens 7 am, prac. 8, race 9. Post entry only, $8 Sptsman, $[illegible] Pros. Memb. required CANCELLED 40% brass to Sptsmn. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5770.

MOTOCROSS
Edwards AFB, Corner Forbes and Lancaster Ave. Desert Wheels MC. Signup 7:30-9 am, race 9:30. Beg., Jr., Int., Ex. 805/258-4250.

SPEEDWAY PRACTICE
Elsinore Rcwy., Hwy 71 at Lagonia, Elsinore, CA. New track. 714/674-5383, 826-2386.

P.I.T.S OBSERVED TRIAL
Redwood Rd., Castro Valley, CA. Off Castro Valley Blvd. All classes. $1 donation. Club events. East Bay P.I.T.S., P.O. Box 2601, Castro Valley, CA. 415/582-9211.

CMC MOTOCROSS
Spillway Park, Santa Maria, CA. U.S. 101 to Broadway offramp, follow signs to riverbed. Entry $8, Pros $12. 100% p.b. to Pros, 30% trophies. $4000 rider med. ins., free camping. 805/937-6171. ATC-90 race.

MRA EXHIBITION RR
Pueblo (PMI), CO. I-25 to Colo. 50 to Pueblo Rd. Mountain Roadracing Assn., P.O. Box 213, Wheatridge, CO 80033. 303/936-3856.

B.O.S.S./CMC MOTOCROSS
Helvetia Park, West Sacramento, CA. All classes. Entry $9, Pro $15. 100% p.b. to Pros, 30% trophies. Free camping, swimming. 916/635-5240.

June 21

SPEEDWAY RACING
Ventura Cnty. Frgrds., Harbor and Figueroa, Ventura, CA. 1st race 8 pm. 714/492-9933.

June 24

AMA GRAND NATIONAL TT
Santa Fe Rcwy., 91st and Wolf Rd., Willow Springs, IL. Camel Pro Series. 312/839-1050.

June 25

TT SCRAMBLES
J.C. Frgrds., Blythe, CA. 5 bikes make a class. Blythe J.C. 714/922-6786.

June 25-26

NMA NATIONAL QUALIFIER
Suntarget Sports, 13 mi. east of Yakima, WA on Hwy. 24. NMA Northwest regional point qualifier. 509/453-8880.

MAMMOTH MOUNTAIN MX
Old Mammoth Rd. to Sherwin Bowl, Mammoth Lakes, CA. $8000 purse. Trophies to Jr/Int, cash to Ex. Entry $12 Jr/Int, $22 Ex. Mammoth Motorcycle Club, P.O. Box 482, Mammoth Lakes, CA 93546. 714/934-2571.

D-37 DUAL EUROSCRAMS
Cuddeback, limed from 4/Corners, CA. Desert Vipers M.C. 714/842-3092.

MAMMOTH MX WOMEN'S CLASS
Mammoth Lakes, CA. 2 motos. Ex. purse depends on entry. Post entry closes June 15, post avail. Nov/Am entry $8, Ex. $18. Use Mammoth entry. Make checks payable to Cherry Stockton. 2050 Sycamore Cyn. Rd., Santa Barbara, CA 93108. 805/969-1092.

AMA/NATC NAT'L TRIALS
Sat: Diamond Mill, OR, 50 mi. from Portland on Hwy. 6. Jones Creek Cmpgrd. 1st rider out 9:01 am. Sun: Bridge of the Gods, 42 mi. east of Vancouver, WA on Hwy. 14. 206/822-4322.

June 26

AMA 125cc NATIONAL MX
Rio Bravo MX Park, Houston, TX. Support class TBA.

AMA NATIONAL HALF MILE
Ohio State Frgrds., Columbus, OH. $19,000 purse.

HILLCLIMB
"Glen Hall Memorial," Hollister Hills Upper Ranch, Hollister, CA. All classes. Proceeds will go to American Cancer Society. Entry $2, $5 to compete. Event starts 11 am sharp. Exhibition class 100% p.b. Bring your own beer. Campbell M.C. 408/225-1259, 946-0487.

CRC MOTOCROSS
395 cycle Park, Adelanto, CA. 2 motos, cash for Pros. 30% trophies for Sptsmn. New long combination track. Entry $7 Sptsmn., $12 Pros, non-memb. add $2. Gates open 7 am, prac. 8, race 9:30. Overnight camping. 714/689-6114 days. Hi-Desert Championship MX Qualifier.

D-36 SEMI PRO SHORT TRACK
Salinas Airport, Hwy. 101 and Airport Rd. Mini to 500 Single. Sign up 8 am. Class "C" traction, full leathers. Entry $5, Ex. $6, 100% p.b. to Ex. 408/899-2401, 394-8225.

TT SCRAMBLES
Del Norte Cnty. Frgrds., Hwy. 101, Crecent City, CA. 80, 100, 125, 250 and Open classes. Entry $5. Money race for any size machine, $5 entry, 100% p.b. Sign up 9-11 am, prac. 10, race noon. 707/464-2983.

AMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 7:30, prac. 8-9, race 9:30. No mail entry. $7/$12 post, $2 xtra non-memb. $3000 med. cov. 30% same day brass,. 100% Pro p.b. 714/581-2778. Plus Old Timers MX Assn.

CRC MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 2 long motos and $ to Ex., 3 motos and 30% brass to Sptsmn. All classes Overnight camping free. Gate opens 7 am, race 9:30. Entry $7 Sptssmn., $12 Ex., $2 extra non-memb. 213 /830-7519.

AME MOTOCROSS
Indian Dunes, Valencia, CA. Gate open 7, signup 'til 8:30, prac. 8, race 9. Entry $8 mail, $10 post, Pros $12/$15. Memb. req'd. $8. Payback to Pros, 40% brass to Sptsmn. Mail entry no later than Fri. before event. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

TRIALS
Missouri State Championship Series. Harrisburg, MO. Rocking R Ranch. 314/ 693-4040.

CMC POINTS MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Gate opens 6:30 a.m.; sign 6:30-8:30; prac. 7:30-8:30; race 9:00 a.m. Jrs. & Ints. $7 mail, $10 post entry; Pros $12 mail, $15 post entry. CMC, Box 1402, Costa Mesa, CA. 92626. 714/557-3323. $1000 Purse

MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX. Split program, Nov. Signup 8-9 am, prac. 9-10, race 10:15. Int/Ex. signup noon, pract. 1 pm, race 2. Entry $5 Nov.;Int. $6; Ex. $8. Purse $705 or 50% of gate in bad weather. 817/694-2901.

MOTOCROSS
Oak Hill, Alvord, TX. North of Decatur 7 miles on 81-287, exit Mt. Zion Rd., follow signs. Sign up for all classes starts 7:30 am. Split program. Nov. and OT prac. 8, race 10. Int/Sr prac. 1 pm, race 2. $1008 purse if 20 or more entries in each Sr. class. 817/427-2663, 263-0152 eves.

AME MOTOCROSS
Spillway Park, Santa Maria, CA. Hwy 101 to Broadway exit, follow signs to riverbed. Sign up 7 am, race 9. Entry $8 Jr/Int, $12 Pros. 30% brass, 100% p.b. to Pros. Free camping, $4000 rider medical 805/937-6171.

POKER RUN
Jackson, CA. Sign up Spinetti's Bike Shop, 139 Main St., Jackson, CA, 9:30 to 11 am. Start 10-11; last bike in 3 pm. Course approx. 75 mi. Entry $3.50. 209/223-1674.

B.O.S.S./CMC MOTOCROSS
Argyll Park, 12 mi. S of Dixon, CA on Hwy. 113. All classes. Entry $9, Pros $15. 100% Pro p.b., 30% trophies. 916/635-5240. New track.

B.O.S.S./CMC MOTOCROSS
Prison Hill Track, Carson City, NV. Turn at T-car spdwy. sign, follow signs. Entry $9, Pro $15. 100% Pro p.b., 30% trophies. free camping. 916/635-5240.

ROAD RACE
Willow Springs, Hwy. 14 to Roasamond, CA, west to track. All classes. Entry $14 pre, $18 post. Same day prize money and trophies. Manning Racing, 3407 W. Olive, #102, Burbank, CA 91505. 213/842-7433.

ECRA MOTOCROSS
Escape Country Racing World, Trabuco Cyn., CA. Classes: 1st Day, Beg., Nov., Int., Ex., Pro. Entry for memb.

$7, Pros $10. Non-memb. $10/$15. 100% p.b. to Pros. 714/581-6400. $1000 purse.

MOTOCROSS
McAllen MX Park, Next to Miller Inter. Airport, McAllen, TX. Entry $6, Ex. $8, money to Ex. McAllen M.C. 512/686-4181.

MOTOCROSS
Cycle Haven Pk., Long Beach, CA. Across from L.B. Naval Base, 1 blk. E of V. Thomas Bridge. Prac. 7:30 am, race 9. Entry $6, gate $1, Pros $12. 33% trophies. 213/832-6844, 547-1818.

July 2

AMA NATIONAL HALF MILE
Santa Clara Cnty. Frgrds., San Jose, CA. Bob Barkheimer Associates, Inc., 14 Camp Evers Ln., Scott Valley, CA 95066. 408/438-3210.

July 2-3

NATIONAL TRIALS
Donner Ski Ranch, take Norden/Soda Springs exit from I-80, Norden, CA. Overnight camping $2, Dorm (your sleeping bag) $3, motels and restaurants nearby. Norm Saylor, P.O. Box 66, Norden, CA 95724. 916/426-3578.

July 3

1-DAY RELIABILITY TRIAL
Rogers Camp, 35 mi. west of Portland, OR. 125, 175, 250 and Open classes. Entry $5. 2 terrain tests, easy course. Trailsmen M.C., 7553 SW Eldorado, St, Milwaukie, OR 97222. 503/655-2724.

MOTOCROSS
Barron Fork,Tahlequah, OK. 4 mi. E of Tahlequah on Hwy. 51, 4 mi. S on Welling Rd. Prac. 9-11 am, race noon. 8 race series, $3,000 bonus to Ex. 918/456-8421.

MOTOCROSS
Sunshine Cycle Pk., Tucson, AZ. I-10 to Palo Verde, south to track. Gate opens 8:30 am, prac. 9, race 10. Entry $8, Pros $12. 100% Pro p.b. Phoenix riders pay only $3 admission (except Pros). 602/795-1490.

ITA TRIALS AND SCHOOL
Saddleback Park, Orange, CA. Sign up 8:30 am, riders mtg. 9:45, competition starts 10. Entry $5, non-memb. $7. Beg, Nov, Am, Ex, Sr, 1st time Beg classes. School taught by Expert rider. Awards to top 40%. 714/879-0570.

MOTOCROSS
Mosier Valley MX Park, Arlington, TX. Rain or shine $663 guaranteed purse or 50% of gate if rain. Brass to six places. Free keg beer. Gate $3, Nov. entry $5, int. $6, Ex. $7. Nov. prac. 9 am, race 10. Int/ex. prac. 9 am, race 10. Int/Ex. prac. 1 pm, race 1:45. Payoff to Senior classes only. All classes. 817/277-9917, 267-9153.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. Gate opens 7 am, prac. 8, race 9. Post entry only, $8 Sptsman, $12 Pros. Memb. required $8. 40% brass to Sptsmn. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5770.

AMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Gate open 7 am, prac. 8-9, race 9:30. No mail entry. $7/$12 post, $2 extra non-memb. $3000 med. ins. 100% Pro p.b., 30% brass. 714/581-2778.

MOTOCROSS
Motorcycle Rcwy., Oklahoma City, OK. 405/627-3989.

PRO MOTOCROSS
Woodside Motocross, 5 mi. north of Sandpoint, ID, Hwy. 95, watch for signs. 125-250-Open classes. $2100-plus purse. Entry $15, no pre-entry, no camping. 208/263-6321, 263-6515.

TMRA NIGHT SHORT TRACK
Benton Lane Park, 4 mi. west of Junction city, OR on Hwy. 99W. Sign up 5:30-6:30 pm, prac. 6-6:45, race 7. Entry $4, Pro $6. Mini thru Open plus 250 and 251-Open Pro classes. 503/746-4505.

July 4

AMA HARE SCRAMBLES
Austin, NV. Race starts at Austin Rodeo Grds. Dance Sat. nite, BBQ Sun. Classes: 100, 125, 250, Open, Vets, OT and PP. Entry $15 pre, $16 post. P.O. Box 97, Austin, NV 89310. 702/964-2579.

July 9

SUPERBOWL OF MOTOCROSS VI
L.A. Coliseum, Los Angeles, CA. Gates open 5 p.m., race starts 8 pm. Reserved seats avail. at Sports Arena Box Office, (Dept. N) 3939 Figueroa, Los Angeles, CA 90037 213/648-6131. Also at Malibu Grand Prix and Ticketron statewide. 213/232-3371, 714/761-5333.

HARLEY-DAVIDSON "ON TRACK" SHOW
L.A. Sports Arena, Los Angeles, CA. Held in conjunction with the "Superbowl of Motocross." Display open to the public 10 am to 8 pm and 11 pm to 12 am. 213/360-5236.

NATIONAL AMATEUR SHORT TRACK QUALIFIER
Lodi cycle Bowl, Lodi, CA. 1 of 2 area qualifiers; top 5 in each engine class go to Championship in Wichita, KS, Aug. 21-22. Gate opens 2:30 pm, 1st race 5:30. Entry $10, 2nd bike $5. Also school boy class. 209/463-3355 369-1811.

July 10

PRO-AM MOTOCROSS
Oak Hill, Alvord, TX. 2nd Anniversary race. $1485 guaranteed purse. Split program. 10 place trophies in all Amateur classes. Entry: Mini, Nov, Over 30 $6 mail, $10 post; Int. $7/$10, Ex. $10/$15. Mail entry closes July 1. Oak Hill Motocross, Rt. 1, Box 71, Alvord, TX 76225. 817/427-2663, eves.

AME YOUTH DIVISION MX
Indian Dunes, Valencia, CA. Internat'l. Track. $150 guaranteed purse or 85% p.b., whichever is greater, to Mini Pros. Point fund for Super Summer Series. Mail entry $10 (2 or more classes, $8), post entry $20. Mail entry must be in 5 days prior to event. Mini Pro $15 mail, $25 post. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

MOTOCROSS
Spring Valley Motocross, Clyde, TX. 9 mi. E of Abilene to Cherry Lane exit, N 1.2 mi., turn right and follow curve. Sign up 9 am, prac. 10, race noon. Rain or shine. $1000 purse if 8 Ex. per class, $500 otherwise. Entry $4 Jr., $5 Int., $7 Ex. Gate $3. Free overnight parking. 915/673-3815.

HILLCLIMB
Billings, MT. 1½ mi. south of Billings. Classes 0-250, 500, 650 and Open. $2.500 purse. Entry $10. Montana State Championship. 320-foot hill, 60°x80°x87°. B.M.C., P.O. Box 20421, Billings, MT. 406/259-6032.

AMA AMATEUR MOTOCROSS
Area 8 Qualifier. Coal Creek Rcwys., Lafayette, CO. 3 mi. west of I-25 on Hwy. 7, Lafayette and Brighton turnoff. Classes: All "A's", 125 and 250 "B". Entry $10 "A", $7 "B." Camping at track. 303/665-5666.

SRA CRACK O' DAWN ENDURO
Charlie's Place, Trona Rd., nr. Red Mountain, CA. Start time 5:30 am. IRRC Communciations, electronic timing. Mail entry $9.50 1 loop, $10.50 2 loops. Post entry $11/$12.50. Mail entry and 2 large SASE to SRA, P.O. Box 3882, Torrance, CA 90510. 213/320-1015.

CRC MOTOCROSS
395 cycle Park, Adelanto, CA. 2 motos, cash for Pros. 30% trophies for Sptsmn. New long combination track. Entry $7 Sptsmn., $12 Pros, non-memb. add $2. Gates open 7 am, prac. 8, race 9:30. Overnight camping. 714/689-6114 days. Hi-Desert Championship MX Qualifier.

July 10-15

DONNER TRIALS SCHOOL
Guest instructors include Marland Whaley, Bernie Schreiber, Mark Eggar and Debbie Evans. Cost is $135 which includes dorm. lodging (sleeping bag) meals and instruction. $25 deposit req'd. Mitzi Saylor, Donner Trials School, P.O. Box 66, Norden, CA 95724. 916/426-3678.

Russ Darnell Motocross Schools

July 4-8 — Training Camp Indian Dunes, CA
July 25-26 — School Saddleback Park, Orange, CA
August 15-19 — Training Camp. McMinnville, OR
August 22-26 — Training Camp. Donner Ski Ranch, Soda Springs, CA
August 22-26 — Training Camp. Saddleback Park, Orange, CA
August 29-September 2 — Training Camp. Mosier Valley, TX
September 5-6 — Motocross School. Indian Dunes, Valencia, CA

Information: 213/249-5032, 367-1722.

INDIAN DUNES
CRC Triple Header
Sunday, June 19 Jackass Grand Prix
Shadow Glen Area
● Finisher Pins ● Cash to Experts
● Super Trophies ● 3 mile course
Sportsman entry $12 mail/ $15 Post
Expert entry $15 Post only
Team Race on Jackass GP course
90 min. — 3 PM start — 2 riders/1 bike
Post entry $8 per rider
$2 discount for '77 CRC members

Twilight TT — All New Track!
utilizing same pits as Shadow Glen
1st race 4:30 PM All classes
Super discount to all CRC members & GP entries

CRC, 24518 Island Ave., Carson, CA 90745
213-830-7519

SADDLEBACK SAT. MX
WIN TICKETS
TO THE **United States Gran Prix**
Carlsbad, June 19th, 1976 AT
Saddleback Sat. Moto-X
GATES OPEN 7:30 A.M.
PRACTICE 8-8:30 P.M.
1st RACE 9:00 A.M.
$600.00 Pro Purse ····· Sat., June 18
ALL 1st CLASS WINNERS (non-pro) — TICKET TO US-GP A $9.00 value
ALL 2nd CLASS WINNERS (non-pro) — US-GP T-SHIRT A $7.00 value
ALL 3rd THRU ? WINNERS — TALL TROPHIES
CASH PAYBACK TO PRO'S AS USUAL (TICKETS & T-SHIRTS AWARDED SAME DAY)
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* NO MEMBERSHIP OR MAIL ENTRY REQUIRED

AME
Membership required $8
1st & 3rd Sundays
Sprockets Park, Bakersfield
Post entry only $8 Sportsmen $12 Pros
2nd & 4th Sundays
Indian Dunes
Sportsmen $8 mail — $10 post
Pros $12 mail — $15 post
Every Friday Night
Indian Dunes
Post entry only $6 Sportsmen $10 Pros
AME #1 for the year
125 Pro — 250 Pro — 500 Pro
receives a $500 cash prize
& top points Pro receives an
additional $500 cash prize
AME
PO Box 1421, Reseda, CA 91335
213-881-5778
$4,000 medical insurance

Race Schedule
June 19-Indian Dunes GP
June 26-De Anza
July 3-Indian Dunes
July 10-Escape Country
CRC
213-830-7519

All it takes
To begin your advertising campaign
Is a phone call
To the advertising department at Cycle News
213- 427-7433

AFM
Road Racing Schedule
July 3 — Sears Point
July 10 — Riverside
American Federation of Motorcyclists
714-523-3892 916-392-0611

District 37
Amateur Motorcycle Competition
Men & Women's Competition
Beginner thru Expert
info: 714-963-4721 or write
18411 Los Canarios, Fountain Valley, CA 92708
District Hotline 714-968-0100
Up to date race information

FREE LISTING

CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____

Location _____

How to get there _____

Classes _____ Purse _____ Entry fee _____

Mailing address _____

Other info _____

Your name _____ Phone number for info _____

Public lands belong to all of US
(Ride sharefully.)
MIC
MOTORCYCLE INDUSTRY COUNCIL, INC.

WANT ADS

Help Wanted

HONDA PARTS PERSON. Experienced only. Permanent position. Benefits plus salary. 338 No. Broadway, Escondido, CA 92025. (714) 746-5711. (22/3x)

Mechanics for Harley-Davidson West

Number 1 dealer on West Coast expanding, needs 2 experienced mechanics. Also 2 custom mechanics, immediate employment. Top salary, all company benefits. Call Bill Bartels at (213) 822-3426, Marina Del Rey, ½ mile from beach. (18/TFN)

Professional service mgr.

WANTED. Santa Cruz County's largest Honda agency has opening now for an aggressive individual. Send resume & salary history. All American Honda, 1408 41st Ave., Capitola, CA 95010. (408) 476-8100. (23/2x)

Service Manager Wanted

Must know Yamaha. Top man only need apply. Yamaha of El Monte (213) 442-5800. (23/2x)

Honda mechanic/parts man

Help wanted — Honda mechanic/parts man. EXPERIENCED ONLY. (714) 633-7344. (23/3x)

Trainee parts person looking

I am 27, looking to get into parts. I live in San Pedro area. (213) 832-5025. (24)

Experienced Honda mechanic

5 day work week, good working conditions. Contact: Honda Mission Viejo, 26371 Avery Pkwy., Mission Viejo, CA 92675. (714) 831-0122. (24)

Service Manager

Must be experienced. Good pay. Kawasaki, Yamaha, Norton. Encino Cycle (213) 345-0475. (24/2x)

Harley-Davidson or Yamaha

mechanics wanted. Must be experienced. 5 day week, good pay. Dale's Modern cycle, 225 E. Baseline, San Beranrdino. (714) 884-6964. (24/TFN)

Job opening

3 years experience on parts. Contact: City Cycle Center, 8423 Rosemead Blvd., Pico Rivera, CA. (213) 861-6217, (213) 861-4139. (24/3x)

Experienced mechanic

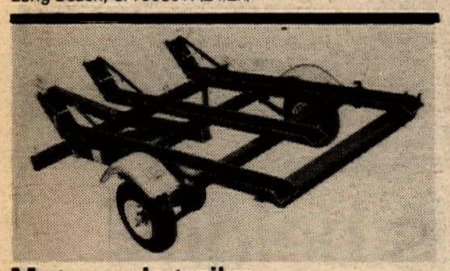
5 day week, paid medical, commission with guarantee. Foothill Yamaha, 7139 Foothill Blvd., Tujunga, CA. (213) 352-3277. Ask for Ron. (24/TFN)

Parts counter man

Experienced Honda/Kawasaki motorcycle parts man. Top pay. Tri City Cycle, 9041 Katella, Anaheim, CA. Ask for Joe or Colman: (714) 821-4710. (24/2x)

Wanted — Honda parts dept.

parts manager & two counter people. Experienced. Paid vacations, profit sharing. Orange County area. Resume to: Cycle News, Dept. HMV, PO Box 498, Long Beach, CA 90801. (24/2x)



Motorcycle trailer

3 rail trailer, excellent condition, $275.00. (213) 831-1097. (24)

Mammoth entry

500 Intermediate. My number is 20, plus used Bultaco parts, rims, fames, forks, swingarm, etc. (213) 353-7068 or 244-3164. (24)

1976 Yamaha TT 500

Terry fork kit, air caps, 350 Cheng Shin front tire, 3.5 gallon Vesco plus stokc tank, Pro-Tec chain tensioner, extra gearing, White Bros. pipe plus two other pipes, flow ported by White Bros., K&N filters, S&W valve springs, R.M. Suzuki back shocks. Mint condition, $1,100.00. Call Mike Cappello after 5 p.m. (805) 824-4700. (24)

'72 "Husky" 250

74 swingarm, S&W shocks, much more. Like new, $450.00. Lance (714) 833-2574 day, (714) 645-8567. (24/2x)

Cycle trailers...$199 & up

1, 2 & 3 Rail — Major Brands + 4 & 5 Rail Customs — Small or large wheels. Also Utility & Vehicle Trailers & Hitches. MS (213) 767-1757, (23/TFN)

Attention Bultaco lovers!!

1976 MK-9 250 Pursang. Bought new Jan. 25, 1977. 10" air-spring front, 9½" rear travel, Luft shocks w/reservoirs, 77 rear-end, DIM's, split rear hub, Metzelers, chrome alloy bars, Magura throttle, square body, Amal carb, K-N filter, H-D clutch springs, much more! This bike is in perfect condition, raced twice, used as back up bike, better than new, better than '77 MK-10's. Going to Open class. $1065.00. Call after 5:00 (213) 767-8713. (24)

Roadracer TZ250

Must be ride of immediately, author leaving country. Includes fairing, gearing, spares. $1200 or offer. Robert (714) 522-9254 days, 646-5284 evenings. (24)

YAMAHA CAFE 350. New motor & tailsection, chamber, K-81, custom dash & rearsets, fiberglass fender & fork brace, much time and money invested, $575.00. Moving forces sale. (213) 894-6283. (24)

1975 Speedway J.A.P.****

Best of everything. 22"-19" wheels, fuel barrel w/pump, extra parts, race ready. Perfect condition, all for only $800. More than can list. Call Scott (213) 927-8175. (23/3x)

New RM370A Suzukis crated

$1,050 — new TS400A'd on floor $850. Save big on other new Suzukis too. The Corral Suzuki — Lake Havasu City, AZ (602) 855-3777. (23/2x)

Liquid filled heads

For dirt bikes, self contained. Advantages of water cooling, increased reliablity, sustained power. Operating temperature usually less than 260°F. $130.00 each. Information: LKD, 54059 Burdette, South Bend, IN 46637. (21/4x)

'77, 250 Maico, $1500 new

Wheelsmith up pipe. (213) 799-3610. (21/4x)

'72 BSA GOLD STAR 500cc, Betor front end, S&W rear, plastic tank & fenders, lights & stock tank, $600 or best offer. (213) 422-3841. (24)

Horney lover forces sale

She won't take it out and play with it anymore, so we're selling her. Like new, XR-75 Honda. Offers and information (213) 425-6908. (24)

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Xlnt. cond., many extras, $650.00. (213) 439-5817. (24)

XL350 with 410 kit

Webcam, Mikuni, Mulholland forks, Curnutt gas/oil, moved up, DID with Cheng Shin, Jardine pipes, many extras — best offer. (213) 433-5725 or (714) 598-2371. (24)

750 Shell Yamaha

Excellent condition. Built in late '76 season by Shell. Ridden only 4 times, extra wheel, brakes, pipes. Price $3,000.00 or offer. (213) 860-8283 or (213) 866-2796. (23/2x)

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1976, Metzeler front, 38 and 36mm Mikuni, remote reservoir shocks, clean, well maintained, $850. (714) 753-3862. (23/3x)

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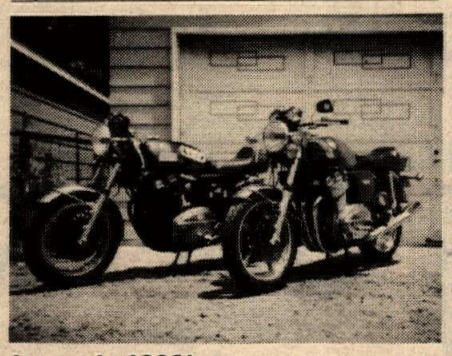
Understanding is my product. Keith Code Rider Improvement Program. (213) 463-6594. (23/3x)



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1974 and 1976 — low miles — both like new. $2,500 — $3,500 firm. Bill, (312) 343-2805 or (312) 345-3452. (24)

'75 Yamaha 400 MX

Vesco tank, fork kit, lots of extras, good cond. Must see, $690.00. (213) 966-7320. (24/2x)

1974, 250 Husqvarna 6 speed

Laid-down shocks, long travel front, many extras, $650. Call (213) 943-7184 before 5, after call (213) 335-8679. (24)

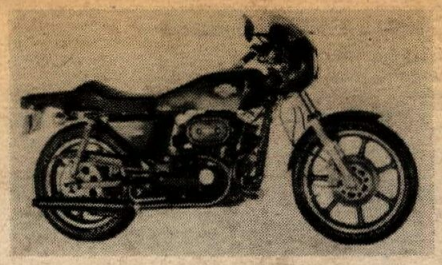
'73 Kawasaki F11

Konis, Trickit, Bassani, xtras, $250. (213) 947-1127. (24)

125 — D.K.W., wife's bike. Make offer. After 6 p.m. (714) 646-4789. (24)

'74, 250 YZ, $500. 35mm Canon

Trade for camera equip. Canon F-1, Pentax-MX, Nikon F2A, Minolta XE-7, bike super cond. (213) 697-8758. (24/8x)



'77 XLCR Harley-Davidson

Limited production #84 of 1000 made, stock, low miles, $3850.00. Call weekday 9-5 or Sat. 12-5 (805) 647-6777. (23/2x)

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Limited edition, beautiful showroom condition, 3,000 miles. Best offer. Eves. (213) 326-0915. (24)

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0-60 5.2 sec. Trade for XT500 or offer. 4145 Fullington, Oakland, CA 94619. Evenings call (415) 533-4090. (24)

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S,W shock, Al Baker fork kit, Metzelers, clean, fast — $1,000. (213) 326-7471. (24)

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'75 Honda TL250 trials, $575. '72 Honda CB175, $375. 350 BSA basket, $75. 5 rail trailer, $125. (714) 982-0887. (24)

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Spark arrestor, Preston Petty, gas Curnutts, lites, tool bag, less than 1,000 mi. $1050.00. Cal. lic. #2M6837. 2 carbs. (714) 987-5826. (24)

Silicone aluminum bronze valve guides

Harley Sportster and '74, Triumph 650, Honda 750, Kawaski 903Z1, and Norton 850. Westco Sales (213) 447-9494. (24)

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Flat track TT pipe, Shell racing frame, spare parts, $2200.00. (213) 633-3768. (24)

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New blueprint engine and transmission with receipts. All the extras you can name for desert. Raced once. See to believe, $900 firm. (714) 627-3900. (24)

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Extremely excellent condition, priced to sell quick. Call before 11:00 a.m. or after 11 p.m. 1965 V.W. Bug California Special, $850.00. (714) 990-2620. (24)

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Twin discs front, single rear, Barnes wheels, Lucas racing magneto, Dunstall exhaust & cylinder, Mikuni carb. Weighs 365 lbs. wet! Ask for Gene at Suzuki City (213) 674-1431. (24)

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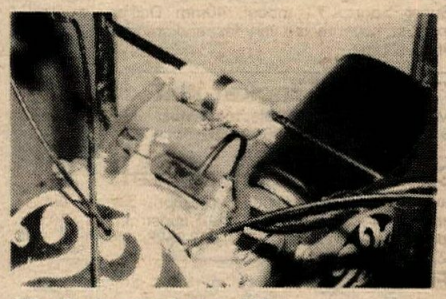
Xlnt. cond., extras, desert ready or MX. Mechanic's bike. After 7 p.m. (213) 799-2416. (24)

Rare 1937 DKW 490cc twin

Good condition, not registered, running, fairly complete. $700. Button, 1025 W. Parr Ave., Campbell, Calif. 95008. Phone (408) 378-0436. (24)



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Fresh engine — Ceriani forks — long travel Curnutts — Magura levers — glass in good condition — B-W tools go with bike — $700.00. Aft. 6 p.m. (213) 358-5471. (24)

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Fast, reliable, rear Metzeler, works shocks, plus xtras, $800.00. (213) 836-8276. (24)

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Engine in xlnt. condition, fuel, oil and extras. Race ready, very dependable. Clean machine. $1100.00. (714) 879-4968. (24)

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Fresh engine, Michelins, spares, $2000.00. Dennis (303) 482-7797. (24)

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KTM 175, excellent cond. $630. 125 YZC, runs great, $400. (213) 721-7831. (23/2x)

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Enduro — very clean — low mileage — $850.00. (213) AT 4-3566 or (213) 288-1487. (24)

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Only 2 hours used, in storage, $675. (714) 375-7315. (24)

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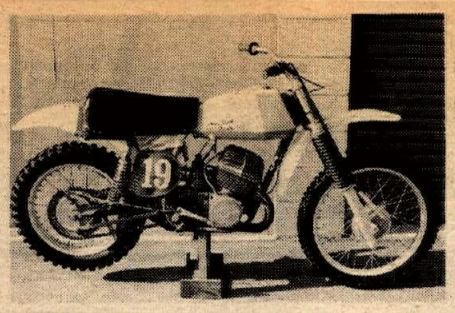
Immaculate condition, Wheelsmith up-pipe & pegs. Lots more trickery. Must see to appreciate, $900.00 or ofer. Ask for Kelly (213) 325-5489. (24)

'73 CR250 HONDA, LOOKS SHARP, runs great. Grand Prix barrel and carb. Never raced, trail ridden only. Going to college, must sell, $450. (213) 325-0580. (24)



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G.P. porting, Metzeler tires, DID rims, Maico forks, Bilstein shocks, $490.00. (213) 566-4335. (24)

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XR750 for sale. Lawwill kit, Axtel heads. Home phone (303) 832-6299, shop (303) 222-6426. (23/2x)

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Super Sport, '77 model, 40mm Dell'orto's, Conti exhaust, never raced, very fast and smooth. (918) 664-4626. (21/3x)

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Very competitive, reliable, trick. Must sell. After 6 p.m. $425.00. (714) 521-5636. (23/2x)

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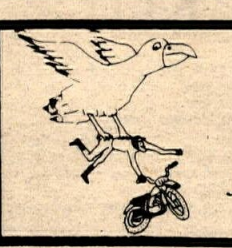

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This year at Daytona Speed Week, AMF Harley-Davidson brought an "ON TRACK" profile of American motorcycle racing to the Daytona Hilton — the display was a smash hit, attracting over 50,000 spectators during its 3-day stay.

On Jul 6-10, 1977, (GENERAL PUBLIC SATURDAY, JULY 9th, 10 A.M.-MIDNIGHT ONLY.) this same display will be in the Los Angeles Memorial Sports Arena in conjunction with the Los Angeles Memorial Coliseum's 6th Annual Superbowl of Motocross — "the largest motorcycle gathering west of the Mississippi."

If you own a custom, vintage, or competition Harley-Davidson, you are also invited to participate by entering your vehicle in our display. Fire, theft and vandalism insurance for those not covered is provided, and each exhibitor will receive a commemorative "Blue Ribbon" for participation, free VIP parking and a free VIP ticket to the Superbowl. Trophies will also be awarded for the best of each class as judged by the motorcycle press.

For a complete schedule and entry forms call or write AMF Harley-Davidson, P.O. Box 3656, Granada Hills, CA 91344, (213) 360-5236, or see your local authorized Harley-Davidson dealer. (19/5x)

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Harley-Davidson

'75 Honda CR 125, $525

Lay down Girlings, Red Line swingarm, 520 chain, 34 Mikuni, 8 ga. spokes, full port & pol., 2 pipes, parts, very fast, best poss. cond. #H12 Brett Meyer (714) 956-7513. (24)

pix A 75 dodge mxi van

'75 Dodge Maxi van

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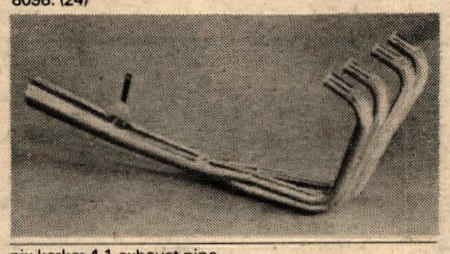
'76 250 RM

Clean and fast, Sun rims, Works Performance fork kit. See to appreciate, $800.00. Ask for Glen (213) 676-8098. (24)



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Kerker 4-1 exhaust pipe

to fit Honda-4 or Kawasaki-4, new. $110. Dennis (213) 396-1593. (24)

1977, 370 B Suzuki

Ridden very little — super clean, chain tensioner, $1075.00 or best offer. (213) 446-2829. (24)

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(Continued from page 34)

crew member said, "People forget, but when we're over in Europe, it's *US* vs. the world."

Things seemed to be going smoothly when word filtered into check five that Frank Gallo's rear wheel was in dire need of spokes. With a special test located between check four and five, the pit personnel were buzzing with anticipation. When minute four appeared on the flip cards at check five, and *no* riders had appeared, the worrying started. Riders lost? Was the section too tough to maintain the averages? Or was the key time miscalculated? Finally the unmistakable roar of a big-bore two-stroke came down the hill and in came Burleson who was riding on minute nine! He was the first rider in! Dick pitted before the check as normal. However, many of the pit crews had already moved their rider's gas beyond the check to let their riders check in before gassing. Finally riders started to trickle in and were astounded to find themselves late. Very few riders made the check on time. Obviously something was wrong. Burleson was delighted with the turn of events and his making the check on time seemed to pysch out his competition.

Then Gallo came in, late. His rear wheel was missing many of the spokes and the rim had obviously come to grief with a rock or log as it was very, very flat. Up the trail out of the check, Gallo came upon a Penton wheel and pulled off into the woods for a quick change. However, for some reason the "found" wheel wouldn't fit and after a long delay, Frank rode on with his original wheel wobbling, in danger of collapsing.

The course ended outside of McMinnville at the Mulkey MX track where the final special test would take place. Riders would run in motos of 10 riders each as they clocked in at the finish. The first moto lineup included most of the Open class contenders, including Burleson, Messer, Briggs, Carter, Fero and local MX hero Ken Maahs. When Burleson found out about Gallo's rear wheel problem, he knew he had an excellent chance to capture the overall.

After a practice lap around the course, Dick decided to tape on a tear-off lens over his glasses. A mud hole on the back side of the track along with the knowledge he would get a slow start due to his having to be off the bike to kick it over probably had a little bit to do with his decision. The start of the moto had the primary kick Yamahas of John Fero and Chris Carter getting the holeshot while Burleson predictably got off ninth. However, Burleson wasted no time in cutting through the field picking off riders at every turn until he was fifth halfway through the first lap. Dick swept past Maico riders Barry Briggs and Bob Messer, both very good motocrossers and set his sight on Chris Carter who was now leading. Carter wanted the moto win bad but a failing rear brake slowed him slightly and Burleson swept by and into the lead before the end of the first lap! He just wasn't to be denied. Dick then proceeded to stretch out a led that grew each lap until he held an estimated 20-second bulge at the end. The moto ended with Burleson first, Carter second, Messer third, and Briggs fourth.

Moto two looked to decide the 350 class with all three contenders heads up, Cranke, Hannon and Younkins. At the start Younkins shot to the lead while Hannon and Cranke took multiple kicks to get going. Hannon got off to a little better start than Cranke and both moved rapidly through the field, until they were running second and third. Younkins was gone, with a comfortable lead. Hannon was holding off a pressuring Cranke until a slower rider knocked Hannon down just before the finish and Cranke got by. Hannon got up and finished third, livid with rage. He thought the slower rider, Penton-mounted Tom Reese, was deliberately blocking for Cranke and Younkins. Hannon had angry words with Reese and for a moment, it looked like punches would be thrown. Mike re-injured the arm that was hurt at the Greenhorn when he went down. Reese apologized but claimed he wasn't blocking and Hannon cooled off. The collision turned out to be costly as Mike ended up third behind Cranke and Younkins, just two seconds back of Younkins. Mike's teammate, Ben Bower, also had some terrible luck when his Bultaco fouled a plug on the last lap. By the time Ben changed the plug, his gold medal was long gone.

Al Baker, on an IT 400 Yamaha, had the misfortune to crash in the mud hole and was coated with mud from head to toe. Desert ace Terry Davis was circulating at a fairly fast clip but did miss a berm now and then.

It looked like Burleson now had a lock on the overall and class win but Frank Gallo had a point to make. Frank limped into the finish and lined up for his moto. When he was done, he had bettered Burleson's moto time by two seconds, broken rear wheel and all!

Bad luck department: Lars Larson (Mai) — rear sprocket bolts sheared off 15 miles from the finish; Kevin LaVoie (Pen) — Muffler came apart, engine wouldn't run; Earl Law (Oss) — Flat tires; Roy Cook (Pen) — Rear shock mounts broke, still finished on silver.

Results were delayed as there was indecision on what to do about check five on Sunday where the majority of the riders were late. The decision was finally made by Al Eames after consulting with the club and other personnel to add four minutes to the riders' times at the check. Apparently the mileage was figured wrong and it was three miles longer to the check than the club figured when computing the key times. In an adjustment situation, everyone will not be satisfied but something had to be done or most of the riders would lose their gold.

When the results were finally computed, Dick Burleson reigned as king of the Open class and the overall with a score of 1732. Only Frank Gallo might have seriously challenged Dick. John Fero took second with a 1781. Carl Cranke took the 350 class win, while Tom Penton edged Mark Deyo (Yam) by just five seconds to maintain the Penton hold on the 250 class. Max Markowitz put in a great Sunday ride to move up from seventh to third.

The 175 class turned out to be close with Drew Smith taking the win but only by four seconds. Rod (Bad-ass) Bush made up a huge deficit to tie Dane Leimbach for second just four seconds back of Smith! Dane's brother Ted won the 125 class handily as Greg Davis had some problems which dropped him to third. Can-Am-mounted Bob Pearce took second. ●

Results

OVERALL: Dick Burleson (Hus) 1732.

OPEN CLASS: 1. Dick Burleson (Hus) 1732. 2. John Fero (Yam) 1781. 3. Bob Messer (Mai) 1801. 4. Ken Maahs (Hus) 1820. 5. Barry Higgins (Mai) 1839. 6. Chris Carter (Yam) 1841. 7. Nate Pillsbury (Mai) 1868.

350 CLASS: 1. Carl Cranke (Pen) 1786. 2. Gary Younkins (Pen) 1797. 3. Mike Hannon (Bul) 1799. 4. Jerry Jackson (Suz) 2148. 5. Jeff Hammond (Yam) 2164. 6. Mike McGowan (Her) 3233.

250 CLASS: 1. Tom Penton (Pen) 1811. 2. Mark Deyo (Yam) 1816. 3. Max Marcowitz (Pen) 1836. 4. Jeff Hill (Pen) 1852. 5. Bruce Kenny (Suz) 1856. 6. Bill Uhl (Mai) 1858. 7. Larry Thompson (Yam) 1877. 8. Jim Fogle (Pen) 1879. 9. Ron Bohn (Hus) 1886. 10. Brad Hadfield (Hus) 2062.

175 CLASS: 1. Drew Smith (Her) 1869. 2. Rod Bush (Pen) 1873. 2. Dane Leimbach (Pen) 1873 (tie). 4. Walt Kemp (Yam) 2271. 5. Mike Deyo (Yam) 2738.

125 CLASS: 1. Ted Leimbach (Pen). 2. Bob Pearson (C-A). 3. Greg Davis (Hus).

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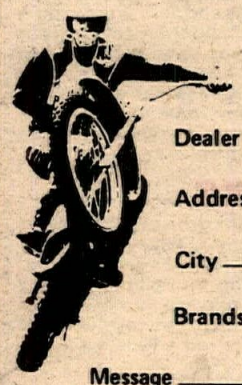

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